

**CITY OF OSKALOOSA CITY COUNCIL MEETING
REGULAR SESSION**

**COUNCIL CHAMBERS – CITY HALL, 220 S. MARKET STREET
APRIL 15, 2013 – 6:00 P.M.**

AGENDA

CALL TO ORDER – 6:00 P.M.

ITEM 1. INVOCATION:

ITEM 2. PLEDGE OF ALLEGIANCE.

ITEM 3. ROLL CALL.

ITEM 4. COMMUNITY COMMENTS.

ITEM 5. CONSIDER ADOPTION OF CONSENT AGENDA AS PRESENTED OR AMENDED.

All items appearing on the Consent Agenda are considered routine by the City Council and shall be enacted by one motion. If discussion is desired, that item shall be removed and discussed separately.

a) Approval of Council Minutes and Actions, subject to corrections, as recommended by the City Clerk.

1. April 1, 2013 Regular City Council Meeting Minutes
2. April 9, 2013 Special City Council Meeting Minutes
3. April 15, 2013 Agenda

b) Receive and file minutes of Boards and Commissions (ANY RECOMMENDATIONS CONTAINED IN MINUTES BECOME EFFECTIVE ONLY UPON SEPARATE COUNCIL ACTION).

1. March 7, 2013 Housing Trust Fund Committee Minutes
2. April 8, 2013 Planning and Zoning Commission Minutes

c) Claims

1. Consider approval of payment of \$7,500.00 to the Oskaloosa Area Chamber and Development Group and payment of \$33,868.75 to the Mahaska County E911 Service Board.

d) Permit Motions and Resolutions as Recommended by the City Clerk.

New:

None.

Renewal/Transfers:

1. Consider approval of a renewal application for a Class C Liquor License with Outdoor Service from Hot Shotz Inc., 507 High Avenue West.

Resolutions and Motions:

1. Consider appointment of an individual to the Municipal Housing Agency.
2. Consider a resolution scheduling a public hearing to amend the zoning ordinance of the City of Oskaloosa, Iowa by rezoning the property at 202 South 11th Street from R-2, Urban Family Residential, to CC, Community Commercial District.

Ordinances:

None.

----- END OF CONSENT AGENDA -----

ITEM 6. REQUESTS FROM THE COMMUNITY

- a) Request from Sherry Vavra, Executive Director, Mahaska Community Recreation Foundation, to report on MCRF quarterly activities.
- b) Consider a motion to approve the request by the Cellar Peanut Pub at 206 Rock Island Avenue for outdoor entertainment, alcohol consumption outside building premises, and a temporary variance from the noise ordinance.

REGULAR AGENDA - ORDINANCES:

ITEM 7. CONSIDER AN ORDINANCE AMENDING THE CITY CODE OF THE CITY OF OSKALOOSA, IOWA BY AMENDING PROVISIONS PERTAINING TO CHAPTER 10.24 – STOP AND YIELD REQUIREMENTS; AND CHAPTER 10.48 – “PARKING REGULATIONS GENERALLY”, SECTION 10.48.240 – “NO PARKING ZONES”; (1ST READING).

REGULAR AGENDA – RESOLUTIONS & MOTIONS:

ITEM 8. CONSIDER A RESOLUTION ESTABLISHING PEDESTRIAN CROSSWALK LOCATIONS WITHIN THE CITY OF OSKALOOSA.

ITEM 9. CONSIDER A RESOLUTION APPROVING THE CONTRACT AND BOND FOR THE SOUTH 7TH STREET (A AVENUE TO 6TH AVENUE) PAVEMENT REHABILITATION PROJECT TO NORRIS ASPHALT PAVING CO. IN AN AMOUNT NOT TO EXCEED \$383,240.00.

ITEM 10. CONSIDER A RESOLUTION AMENDING THE SCOPE OF IMPROVEMENTS FOR THE NORTH GREEN STREET PAVING PROJECT IN THE AMOUNT OF \$44,463.00 AND AUTHORIZING THE CITY CLERK TO ISSUE PAYMENT AND TRANSFER FUNDS FOR THE IMPROVEMENTS.

ITEM 11. CONSIDER A RESOLUTION ADOPTING A STANDARD RULE REGARDING THE EFFECT OF A COUNCIL MEMBER'S ABSTENTION WHEN NOT REQUIRED BY A CONFLICT OF INTEREST.

ITEM 12. CONSIDER A MOTION APPROVING AND AUTHORIZING THE MAYOR TO EXECUTE AN AGREEMENT BETWEEN THE CITY AND MARTENS & COMPANY, CPA, LLP FOR AUDITING SERVICES FISCAL YEARS 2013, 2014 AND 2015.

ITEM 13. CONSIDER A RESOLUTION TO AUTHORIZE THE 2013 SPRING CLEAN UP PROGRAM.

ITEM 14. REPORT ON ITEMS FROM CITY STAFF.

- a) City Manager.
 - i. SCRAA meeting date, time and location
 - ii. Police Department internship report.
- b) City Clerk.
- c) City Attorney.

ITEM 15. CITY COUNCIL INFORMATION.

ADJOURNMENT

OSKALOOSA
IOWA



COUNCIL COMMUNICATION

MEETING DATE: April 15, 2013

REQUESTED BY: Michael Schrock,
City Manager

ITEM TITLE: CALL TO ORDER AND ROLL CALL – 6:00 p.m.

1. Invocation: Pastor
2. Pledge of Allegiance
3. Roll Call: _____ Mayor David Krutzfeldt, Council Members:

_____ Caligiuri, _____ Jimenez, _____ Moore, _____ Van Zetten,

_____ Ver Steeg, _____ Walling, _____ Yates.

EXPLANATION:

Not applicable.

BUDGET CONSIDERATION:

Not applicable.

ATTACHMENTS: None

OSKALOOSA
IOWA



CITY COUNCIL COMMUNICATION

MEETING DATE: April 15, 2013

REQUESTED BY: MAYOR & CITY COUNCIL

ITEM TITLE: COMMUNITY COMMENTS.

EXPLANATION:

This item is reserved to receive comments from the community for concerns whether or not they are included in the current agenda. The community is encouraged to come and speak before the Mayor and City Council and asked to keep statements brief. Any questions are to be asked of the City staff, Council Members, or the Mayor prior to speaking to the full Council so concerns may be properly researched and answered away from the meeting. Comments are to be directed to the Mayor and City Council only.

BUDGET CONSIDERATION:

Not applicable.

ATTACHMENTS:

Consent Agenda Items: All items appearing on the Consent Agenda are considered routine in nature and no discussion is anticipated.

- Item 1. Minutes and reports from city council meetings, boards and commissions:
Staff recommends council receive and file these documents.**

- Item 2. Consider approval of payment of \$7,500.00 to the Oskaloosa Area Chamber & Development Group and payment of \$33,868.75 to the Mahaska County E911 Service Board.**

- Item 3. Consider approval of a renewal application for a Class C Liquor License with Outdoor Service from Hot Shotz Inc., 507 High Avenue West.
- No complaints received.**

- Item 4. Consider appointment of an individual to the Municipal Housing Agency.**

- Item 5. Consider a resolution scheduling a public hearing to amend the zoning ordinance of the City of Oskaloosa, Iowa by rezoning the property at 202 South 11th Street from R-2, Urban Family Residential, to CC, Community Commercial District.**

OSKALOOSA
IOWA



CITY COUNCIL COMMUNICATION

MEETING DATE: April 15, 2013

REQUESTED BY: Michael Schrock,
City Manager

ITEM TITLE: CONSENT AGENDA – ITEM 1

EXPLANATION:

All items appearing on the Consent Agenda are considered routine by the City Council and shall be enacted by one motion. If discussion is desired, that item shall be removed, discussed separately and approved by a separate motion of the City Council.

- A. Approval of Council Minutes and Actions, subject to corrections, as recommended by the City Clerk.
 - 1. April 1, 2013 Regular City Council Meeting Minutes
 - 2. April 9, 2013 Special City Council Meeting Minutes
 - 3. April 15, 2013 Agenda

- B. Receive and file the following reports and communications from advisory and operating boards and commissions:
 - 1. March 7, 2013 Housing Trust Fund Committee Minutes
 - 2. April 8, 2013 Planning and Zoning Commission Minutes

ATTACHMENTS:

April 1, 2013 Regular City Council Meeting Minutes
April 9, 2013 Special City Council Meeting Minutes
March 7, 2013 Housing Trust Fund Committee Minutes
April 8, 2013 Planning and Zoning Commission Minutes

OSKALOOSA CITY COUNCIL
REGULAR MEETING
April 1, 2013

The Oskaloosa City Council met in regular session on Monday, April 1, 2013, at 6:00 p.m. with Mayor Krutzfeldt presiding and the following members answering roll call: Caligiuri, Jimenez, Moore, Van Zetten, Ver Steeg, Walling and Yates.

It was moved by Ver Steeg, seconded by Jimenez to approve the following consent agenda items:

1. March 18, 2013 Regular City Council Meeting Minutes
2. April 1, 2013 Agenda
3. Receive and file the following reports and communications from advisory and operating boards and commissions:
 - a. March 4, 2013 Airport Commission Minutes
 - b. March 20, 2013 Airport Commission Special Meeting Minutes
4. Claims for March 2013

The roll was called and the vote was:

AYES: Caligiuri, Jimenez, Moore, Van Zetten, Ver Steeg, Walling and Yates

NAYS: None

Whereupon the Mayor declared said motion approved.

The Mayor announced there were vacancies on the Building Code Board of Appeals, Board of Adjustment and Municipal Housing Agency.

The Mayor announced this was the time and place for the public hearing on the plans, specifications, form of contract, and estimate of costs for the South 7th Street (A Avenue to 6th Avenue) Pavement Rehabilitation Project and that citizens would now have an opportunity to comment. There were no oral or written comments received. The Mayor declared said hearing closed.

Walling introduced Resolution No. 13-04-32 entitled "A RESOLUTION TO APPROVE THE FINAL PLANS, SPECIFICATIONS, FORM OF CONTRACT AND ESTIMATED COSTS FOR THE SOUTH 7TH STREET (A AVENUE TO 6TH AVENUE) PAVEMENT REHABILITATION PROJECT" and moved its approval. Moore seconded the motion. The roll was called and the vote was:

AYES: Caligiuri, Jimenez, Moore, Van Zetten, Ver Steeg, Walling and Yates

NAYS: None

Whereupon the Mayor declared said resolution duly adopted.

The Mayor announced this was the time and place for the public hearing on the award of contract for the South 7th Street (A Avenue to 6th Avenue) Pavement Rehabilitation Project and that citizens would now have an opportunity to comment. There were no oral or written comments received. The Mayor declared said hearing closed.

Jimenez introduced Resolution No. 13-04-33 entitled "A RESOLUTION TO ACCEPT BIDS AND AWARD THE CONSTRUCTION CONTRACT FOR SOUTH 7TH STREET (A AVENUE TO 6TH AVENUE) PAVEMENT REHABILITATION PROJECT" and moved its approval. Moore seconded the motion. The roll was called and the vote was:

AYES: Caligiuri, Jimenez, Moore, Van Zetten, Ver Steeg, Walling and Yates

NAYS: None

Whereupon the Mayor declared said resolution duly adopted.

The Mayor announced this was the time and place for the public hearing on the vacation and sale of a portion of the north-south public alley adjacent to 1221 South 2nd Street and that citizens would now have an opportunity to comment. There were no oral or written comments received. The Mayor declared said hearing closed.

It was moved by Ver Steeg to deny the request from James and Vicki Perkins to vacate and sell a portion of the north-south public alley adjacent to 1221 South 2nd Street. Yates seconded the motion. The roll was called and the vote was:

AYES: Caligiuri, Jimenez, Moore, Van Zetten, Ver Steeg, Walling and Yates

NAYS: None

Whereupon the Mayor declared said motion approved.

Moore introduced Resolution No. 13-04-34 entitled "RESOLUTION ESTABLISHING 2012-2013 and 2013-2014 SALARY SCHEDULES FOR WASTE WATER EMPLOYEES" and moved its approval. Yates seconded the motion. The roll was called and the vote was:

AYES: Caligiuri, Jimenez, Moore, Van Zetten, Ver Steeg, Walling and Yates

NAYS: None

Whereupon the Mayor declared said resolution duly adopted.

Moore introduced Resolution No. 13-04-35 entitled "A RESOLUTION APPROVING CONTRACT AND BOND FOR THE EAST MALL PARKING IMPROVEMENTS TO TK CONCRETE INC. IN THE AMOUNT OF \$260,336.00" and moved its approval. Jimenez seconded the motion. The roll was called and the vote was:

AYES: Caligiuri, Jimenez, Moore, Van Zetten, Ver Steeg, Walling and Yates

NAYS: None

Whereupon the Mayor declared said resolution duly adopted.

City Manager Michael Schrock reported on the Water/City Shared Services Analysis Project, trip to the FAA in Kansas City, Public Projects Committee meeting recommendations regarding emergency purchase of roof for the city shop, spring cleanup and abstention resolution.

City Council members were given the opportunity to report to Council on the activities of the city boards and commissions they serve on.

It was moved by Ver Steeg, seconded by Jimenez that the meeting adjourn.
Motion carried unanimously. The meeting adjourned at 6:51 p.m.

David Krutzfeldt, Mayor

ATTEST:

Amy Miller, City Clerk

OSKALOOSA CITY COUNCIL
SPECIAL MEETING
April 9, 2013

The Oskaloosa City Council met in special session with the Oskaloosa Municipal Water Board on Tuesday, April 9, 2013, at 5:00 p.m. with Mayor Krutzfeldt presiding and the following members answering roll call: Caligiuri, Moore, Van Zetten, Ver Steeg, Walling and Yates. Jimenez joined the meeting at 5:04 p.m.

It was moved by Moore, seconded by Ver Steeg to approve the April 9, 2013 agenda. The roll was called and the vote was:

AYES: Caligiuri, Moore, Van Zetten, Ver Steeg, Walling and Yates

NAYS: None

Whereupon the Mayor declared said motion approved.

Councilmember Jimenez entered the meeting.

Randall Bauer and Heidi Patterson with The Public Financial Management Group presented and reviewed the Shared Services Study between the City of Oskaloosa and the Oskaloosa Municipal Water Department.

It was the consensus of the Oskaloosa City Council and the Oskaloosa Municipal Water Board to pursue Recommendations #1 - #8 of the Shared Services Study. City Manager, Michael Schrock Jr. and General Manager, Chad Coon will review the recommendations and report back to council and the water board in approximately one month.

It was moved by Yates, seconded by Ver Steeg that the meeting adjourn. Motion carried unanimously. The meeting adjourned at 6:15 p.m.

David Krutzfeldt, Mayor

ATTEST:

Amy Miller, City Clerk

OSKALOOSA HOUSING TRUST FUND COMMITTEE MINUTES
Thursday, March 7, 2013 - 12:00 Noon
City Hall Conference Room

The committee meeting was called to order by Chairman Taylor at 12:06 p.m. with the following members present: Chairman Rob Taylor, Bernice Hahn, Dan Adams, Jon Sullivan, Julia Ross, Noel C. Stahle and Valinn McReynolds with Randell Davis arriving at 12:10 p.m. Members absent: Kandes Dalbey, Leon McCullough, Joe Caligiuri, Dave Polkowske and Kathie Dykstra. Also present: City Manager Michael Schrock, City Clerk Amy Miller and Marilyn Johannes.

It was moved by Ross, seconded by Stahle to approve the February 7, 2013 Housing Trust Fund Committee Regular Meeting Minutes. Motion carried unanimously. It was moved by Adams, seconded by Sullivan to approve the February 25, 2013 Housing Trust Fund Committee Special Meeting Minutes. Motion carried unanimously.

Randy Davis arrived at the meeting.

It was moved by Adams, seconded by Davis to approve demolition grant funds up to \$4,000 for demolition of the structure located at 216 South H Street. Motion carried unanimously.

Rob Taylor commented on the Iowa Finance Authority Statewide Housing Study and informed the committee it was available on the Iowa Finance Authority website.

The committee and staff discussed the OTHF bylaws and the recommended changes including deletion of reference to a community development director, the number of committee members required for a quorum and the second sentence of section 2.10 which reads, "No loans shall be made by the Trust Fund to members or sub-committee members or members of their immediate families." Staff pointed out that section 2.10 does not conform to the adopted plan for the program. The committee decided to take action on section 2.10 and discuss the other changes to the bylaws at the next meeting.

It was moved by Adams, seconded by Davis to change the second sentence of section 2.10 of the OTHF bylaws to read, "No loans or grants shall be made by the Trust Fund to committee members or their spouse." Motion carried with all ayes except for Taylor who abstained (Personal interest in the change).

Taylor tabled action on the election of officers.

It was moved by Adams, seconded by Ross to approve the February claims list for payment. Motion carried unanimously.

Miller reviewed the accounting report with the committee.

The April meeting was set for April 11 at noon.

The meeting adjourned at 12:50 p.m.

Minutes by Marilyn Johannes

CITY OF OSKALOOSA
MINUTES OF PLANNING & ZONING COMMISSION MEETING
April 8, 2013

A regularly scheduled meeting of the Planning and Zoning Commission for the City of Oskaloosa was called to order at 4:31 p.m. on Monday, April 8, 2013, by Chairmen Jon Zobel, at 220 South Market Street, Oskaloosa, Iowa. COMMISSION MEMBERS PRESENT: Chairmen Jon Zobel, Holden Barnhart, Brian Booy, Charlie Comfort, Dan Karow, R. D. Keep, and Michelle Purdum; COMMISSION MEMBERS ABSENT: None; CITY STAFF PRESENT: Public Works Director: Akhilesh Pal and Building Official: Dan Bolt; CITY COUNCIL MEMBER: Joe Caligiuri.

Others present: Phyllis Childers, Pam Emanuel, J.D. Fiechtner, Charles Perdue, Gary Stagg, and Laurie Vanalst.

Minutes from the March 11, 2013 Planning and Zoning meeting.

Barnhart moved, Keep seconded to approve the minutes from the March 11, 2013 Planning and Zoning meeting. The vote was: YES – Zobel, Barnhart, Booy, Karow, and Keep; No – none; Absent – None; Abstain: Comfort and Purdum. Motion carried. Comfort and Purdum abstained from voting because they were not present at the March 11, 2013 meeting.

Study of All-way stop intersections, Revise parking restrictions listed in the Oskaloosa Municipal Code Section 10.48.240, and adopt pedestrian crosswalks.

Pal explained the stop study, parking restriction as a result of the changes in all-way stop locations, and unadopted crosswalks. Karow discussed about installing a stop sign at the northbound approach of South C Street and 2nd Avenue West. Keep questioned whether the signalized intersection of 3rd Avenue & Highway 23 was included as a part of this study. Pal responded that the scope of this study was only the all-way stop locations. Karow made a motion to approve the item as presented with adding a stop sign at the northbound approach of South C Street and 2nd Avenue West. Motion failed because it was not seconded. Barnhart moved, Comfort seconded that study be approved as staff presented. The vote was: YES – Zobel, Barnhart, Booy, Comfort, Karow, Keep, and Purdum; No – none; Absent – None; Abstain - None. Motion carried.

Re-zone of 202 South 11th Street, parcel #1118453012, and parcel #1118453014 from Urban Family Residential (R-2) to Community Commercial (CC).

Pal explained that rezoning of 202 South 11th Street was requested by Mr. J.D. Fiechtner but the rezone on parcel #1118453012 and parcel #1118453014 was initiated by staff to bring the existing land uses to zoning compliance and to avoid spot zoning. Pal indicated that staff contacted property owners regarding the rezone. Mr. Fiechtner explained his request and that he purchased this property because the county classified this site as commercial use for tax purposes. There were various residents including Ms. Phyllis Childers, Mr. Gary Stagg, and Ms. Pam Emanuel, who opposed the rezone due to harsher impact on the residential use. However, they supported Mr. Fiechtner rezone request provided it does not impact the residential neighborhood. Booy questioned how these parcels were created, to which Pal responded that this subdivision was recommended for approval by the Planning and Zoning commission in the recent past. Purdum discussed about the impact of converting these parcels to commercial zone may have a harsher impact including but not limited to 'cocktail lounges'. Booy agreed with Purdum that only the property on 202 South 11th

Street be rezoned as commercial zone and the remainder two parcels, parcel #1118453012, and parcel #1118453014, remain as a residential zone. Purdum also wanted to know whether they can make a motion to bring the existing parking lot to zoning compliance. Staff explained that the existing parking cannot be brought to zoning compliance unless the code is updated or the parcel is rezoned. Purdum wanted to make sure the Ms. Childers is not fined for zoning non-compliance. Purdum moved, Booy seconded that the property at 202 South 11th Street be rezoned as Community Commercial District and the remainder two parcels, parcel #1118453012, and parcel #1118453014, remain as a Urban Family Residential district. The vote was: YES – Zobel, Barnhart, Booy, Comfort, Karow, Keep, and Purdum; No – none; Absent – None; Abstain - None. Motion carried.

Chairmen Zobel adjourned the meeting at 5:35 PM.

Minutes by Akhilesh Pal



CITY COUNCIL COMMUNICATION

MEETING DATE: April 15, 2013

REQUESTED BY: Amy Miller,
City Clerk

ITEM TITLE: CONSENT AGENDA – ITEM 2

Consider approval of payment of \$7,500.00 to the Oskaloosa Area Chamber & Development Group and payment of \$33,868.75 to the Mahaska County E911 Service Board.

EXPLANATION:

Quarterly payments to the Oskaloosa Area Chamber and Development Group and to the Mahaska County E911 Service Board are due this month. The City Council needs to approve payment of these claims.

Staff recommends approval.

BUDGET CONSIDERATION:

\$7,500.00 to the Oskaloosa Area Chamber & Development Group and \$33,868.75 to the Mahaska County E911 Service Board. These items are included in the FY 2013 Budget.

ATTACHMENTS: None.



CITY COUNCIL COMMUNICATION

MEETING DATE: April 15, 2013

REQUESTED BY: Amy Miller,
City Clerk

ITEM TITLE: CONSENT AGENDA – ITEM 3

Consider approval of a renewal application for a Class C Liquor License with Outdoor Service from Hot Shotz Inc., 507 High Avenue West.

EXPLANATION:

The application is complete and in order for approval.

Staff recommends approval.

BUDGET CONSIDERATION:

\$845.00 revenue to the General Fund.

ATTACHMENTS: None



CITY COUNCIL COMMUNICATION

MEETING DATE: March 19, 2012

REQUESTED BY: David Krutzfeldt,
Mayor

ITEM TITLE: CONSENT AGENDA – ITEM 4

Consider appointment of an individual to the Municipal Housing Agency.

EXPLANATION:

There has been a vacancy on the Municipal Housing Agency since the end of February. The city has received an application for appointment from Robin Pfalzgraf. No other applications have been received. Appointments to the Municipal Housing Agency are for two years and are made by the Mayor with City Council approval. This is a five member board with two males and two females currently serving.

Recommended Action: Approve Mayor's appointment of Robin Pfalzgraf to the Municipal Housing Agency to fill an unexpired term that ends February 28, 2015.

BUDGET CONSIDERATION

Not applicable.

ATTACHMENTS: Application from Robin Pfalzgraf.

Marilyn Johannes

From: noreply@civicplus.com
Sent: Wednesday, March 13, 2013 9:02 AM
To: city@oskaloosaiowa.org
Subject: Online Form Submittal: Application for Board or Commission

If you are having problems viewing this HTML email, click to view a [Text version](#).

Application for Board or Commission

Board or commission applying for (choose one from list):* [Municipal Housing Agency V]
Board or commission not listed above:
Name of applicant:* Robin Pfalzgraf
Address of Applicant* 500 High Ave West Oskaloosa, IA 52577
Phone number (day)* 641-676-3750
Phone number (evening) 641-569-0825
Email address:* pfalzgraf.robin@gmail.com
Would you like to be interviewed for this position?* Yes No
Why are you interested in this position?* As the person in this community who "handles" all homeless housing (with the exception of women in the CIS Shelter) and the person who is working in a cooperative effort with other counties regarding housing issues I think the liason position would be a great asset.
Your experience that would be beneficial to the board or commission:* Former President of the Mahaska County Homelessness Coalition Love In The Name Of Christ Employee
Other civic experience: Numerous boards in the community as well as other boards and organizations in Minnesota prior to living in Oskaloosa.

* indicates required fields.

The following form was submitted via your website: Application for Board or Commission

Board or commission applying for (choose one from list):: Municipal Housing Agency

Board or commission not listed above::

Name of applicant:: Robin Pfalzgraf

Address of Applicant: 500 High Ave West
Oskaloosa, IA 52577

Phone number (day): 641-676-3750

Phone number (evening): 641-569-0825

Email address:: pfalzgraf.robin@gmail.com

Would you like to be interviewed for this position?: No

Why are you interested in this position?: As the person in this community who "handles" all homeless housing (with the exception of women in the CIS Shelter) and the person who is working in a cooperative effort with other counties regarding housing issues I think the liason position would be a great asset.

Your experience that would be beneficial to the board or commission:: Former President of the Mahaska County Homelessness Coalition
Love In The Name Of Christ Employee

Other civic experience:: Numerous boards in the community as well as other boards and organizations in Minnesota prior to living in Oskaloosa.

Additional Information:

Form submitted on: 3/13/2013 9:02:20 AM

Submitted from IP Address: 70.39.16.171

Referrer Page: <http://www.oskaloosaiowa.org/Forms.aspx?FCID=7>

Form Address: <http://www.oskaloosaiowa.org/Forms.aspx?FID=71>



CITY COUNCIL COMMUNICATION

MEETING DATE: April 15, 2013

REQUESTED BY: Public Works Department,
Engineering Division

ITEM TITLE: CONSENT AGENDA – ITEM 5

Consider a resolution scheduling a public hearing to amend the zoning ordinance of the City of Oskaloosa, Iowa by rezoning the property at 202 South 11th Street from R-2, Urban Family Residential, to CC, Community Commercial District.

EXPLANATION:

Mr. J.D. Fiechtner, the owner of the property at 202 South 11th Street, has submitted a rezoning request for his property. Shortly after purchasing the property for commercial use, he learned that it was zoned Urban Family Residential (R-2). The existing uses of his property include general offices, business support, and agricultural sales/service. Mr. Fiechtner is proposing to expand both the office space and the agricultural/business sales and support services in order to use the property for events, group gatherings, rental space, and incidental storage for the agricultural/business sales and services. The proposed commercial uses are therefore general offices, agricultural sales/service, and business support. According to Table 17.08B "Permitted Uses by Zoning Districts" of Chapter 17.08 in the Oskaloosa Municipal Code, the above mentioned land uses are not permitted in an R-2 district.

As a result of Mr. Fiechtner's request, and in order to avoid spot zoning in that area, Phyllis Childers and the First Church of the Nazarene were contacted to evaluate the future zoning of their properties adjacent to 202 South 11th Street: parcel #1118453012 and parcel #1118453014. In the past, the use of these parcels was for religious assembly and recreational use.

The Planning & Zoning Commission considered this item at their April 8, 2013 meeting and recommended by a vote of 7 to 0 that the City Council approve the request that the property at 202 South 11th Street be rezoned as Community Commercial District and the remaining two parcels, parcel #1118453012, and parcel #1118453014, remain as Urban Family Residential District. The property at 202 South 11th Street will need a conditional use permit in order to conduct agricultural sales/service.

However, Staff recommendation was that the zoning of all three parcels be changed from Urban Family Residential (R-2) to Community Commercial (CC) that will bring the existing land uses to zoning compliance and will avoid spot zoning.

Note: Listed below are definitions and permitted use types by zoning districts as per Oskaloosa Municipal Code.

Urban Family Residential (R-2):

This district is intended to provide for medium density residential development, characterized by single-family dwellings on moderately-sized lots along with low density multi-unit residential structures such as duplexes and townhouses. It provides regulations to encourage innovative forms of housing development. It adapts to both established and developing neighborhoods, as well as transitions between single-family and multi-family areas. Its regulations are intended to minimize traffic congestion and to assure that density is consistent with the carrying capacity of infrastructure.

Community Commercial (CC):

This district is intended for commercial facilities which serve the needs of markets ranging from several neighborhoods to the overall region. While allowed commercial and office uses are generally compatible with nearby residential areas, traffic and operating characteristics may have more negative effects on residential neighborhoods than those permitted in the LC district. CC districts are appropriate at major intersections, at the junction of several neighborhoods, or at substantial commercial subcenters.

Note: Listed below are definitions and permitted use types by zoning districts as per Oskaloosa Municipal Code Chapter 17.06.

Religious Assembly. A use located in a permanent building and providing regular organized religious worship and religious education incidental thereto (excluding private primary or private secondary educational facilities, community recreational facilities, day care facilities, and incidental parking facilities). A property tax exemption obtained pursuant to Property Tax Code of the State of Iowa shall constitute prima facie evidence of religious assembly use.

General Offices. Use of a site for business, professional, or administrative offices who may invite clients from both local and regional areas. Typical uses include real estate, insurance, management, travel, or other business offices; organization and association offices; or professional offices.

Agricultural Sales and Service. Establishments or places of business engaged in sale from the premises of feed, grain, fertilizers, farm equipment, pesticides and similar goods or in the provision of agriculturally related services with incidental storage on lots other than where the service is rendered. Typical uses include nurseries, hay, farm implement dealerships, feed and grain stores, and tree service firms.

Business Support Services. Establishments or places of business primarily engaged in the sale, rental or repair of equipment, supplies and materials or the provision of services used by office, professional and service establishments to the firms themselves but excluding automotive, construction and farm equipment. Typical uses include office equipment and supply firms, small business machine repair shops or hotel equipment and supply firms, messenger and delivery services, custodial or maintenance services, and convenience printing and copying.

BUDGET CONSIDERATION:

Revenue of \$250.00 for rezoning application fee.

RECOMMENDED ACTION: Consider the Planning and Zoning Commission's recommendation; approve the resolution scheduling a public hearing for May 6, 2013.

ATTACHMENTS:

Resolution, Location Map, Table 17.08 – Permitted Uses, and Rezone Application.

RESOLUTION NO. _____

RESOLUTION SETTING THE DATE FOR A PUBLIC HEARING TO AMEND THE ZONING ORDINANCE OF THE CITY OF OSKALOOSA, IOWA BY CHANGING THE ZONING OF CERTAIN PROPERTIES LOCATED AT 202 SOUTH 11TH STREET FROM URBAN-FAMILY RESIDENTIAL (R-2) DISTRICT TO COMMUNITY COMMERCIAL (CC) DISTRICT.

WHEREAS, the City of Oskaloosa has deemed it advisable to consider changing the zoning on certain property located at 202 South 11th Street from R-2, Urban-Family Residential District to CC, Community Commercial District, legally described as follows:

Lot Four of Hope Subdivision to the City of Oskaloosa, Mahaska County, Iowa.

WHEREAS, said zoning has been reviewed by the Planning and Zoning Commission and recommended for approval, and

WHEREAS, section 17.34.040 of Oskaloosa Municipal Code requires a public hearing on such rezoning changes.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Oskaloosa, Iowa that a public hearing shall be conducted on Monday, May 6, 2013 at 6:00 p.m. in the City Council Chambers, City Hall, Oskaloosa, Iowa at which time persons may appear and speak for or against the zoning change as legally described in the preamble hereof.

PASSED AND APPROVED this _____ day of April, 2013.

David Krutzfeldt, Mayor

ATTEST: _____
Amy Miller, City Clerk

City of Oskaloosa

Request for zoning change from Urban Family Residential (R-2) to Community Commercial (CC)

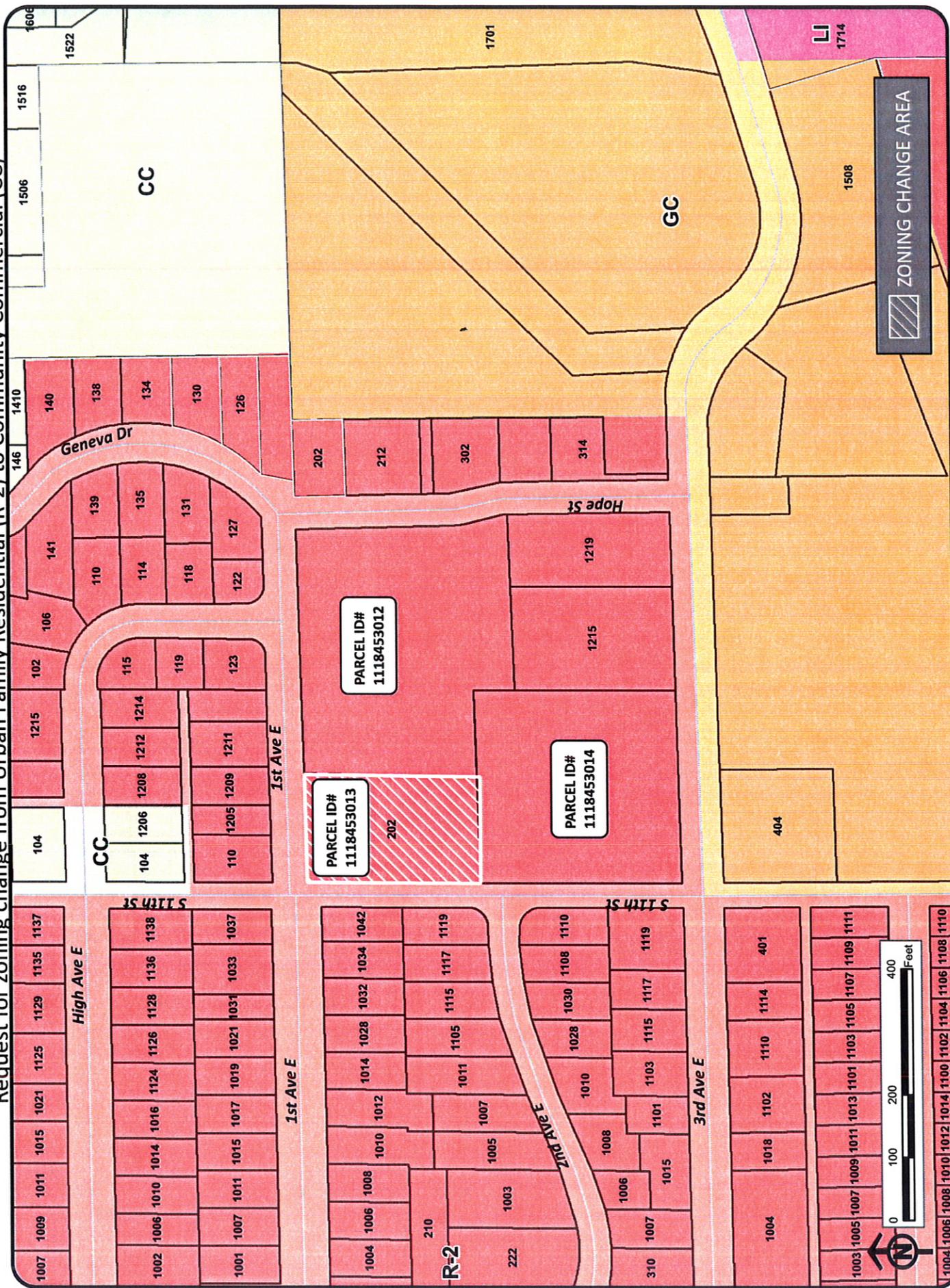


Table 17.08b
Permitted Uses by Zoning Districts

Use Types	AG	RR	R- 1	R- 2	R- 3	R- 4	UC	LC	CC	DC	GC	HC	BP	LI	GI	Additional Regulations
Agricultural Uses																
Horticulture	P	P	C	C	C	C		C	P	C	C	C				17.22.020(A)
Crop production	P	P														
Animal production	P															17.22.020(B)
Commercial feedlots																17.22.020(C)
Livestocks sales																
Residential Uses																
Single-family Detached	P	P, L(1)	P, L(1)	P, L(1)	P, L(1)	P	P, L(1)	C								17.22.030(A)
Single-family Attached	C	C	C	P	P	P	P	C								17.22.030(B)
Duplex				P	P		P	C								
Two-family				P	P		P	C								17.22.030(D)
Townhouse				P	P		P	P		P						17.22.030(C)
Multiple-family					P		C	P	C	P	C					
Downtown residential										P						17.22.030(E)
Group residential	C	C			P			C	C							17.22.030(F)
Manufactured housing residential	P	P, L(1)	P, L(1)	P, L(1)	P, L(1)	P, L(2)		C								
Mobile home park						P, L(2)										17.22.030(G)
Mobile home subdivision						P, L(2)										17.22.030(H)
Retirement residential	C	C	C	P	P		P	P	C	P	C					

L(1) = Single-family detached dwellings provided that:

All single-family detached dwellings for which a building permit has been issued (date of enactment), shall comply with the following minimum design standards

1. The dwelling shall have a minimum width facing the street of twenty-four feet.
2. The minimum horizontal dimension of the main body of the dwelling unit shall not be less than twenty feet.
3. A minimum of fifteen percent of the facade of the building facing the street shall consist of windows, doors and other building openings.
4. Any foundation skirting material shall have the appearance of masonry or poured concrete typical of site-built homes.

Installation of the skirting must be installed within thirty days following the installation of the home, or the first day of May if the ground is frozen at the time the home is placed.

L(2) = Applies to all factory built homes (Refer to Section 17.04.030 for definitions). Any foundation skirting material shall have the appearance of masonry or poured concrete typical of site-built homes. Installation of the skirting must be installed within thirty days following the installation of the home, or the first day of May if the ground is frozen at the time the home is placed.

Table 17.08B

Permitted Uses by Zoning Districts (Continued)

Use Types	AG	RR	R-1	R-2	R-3	R-4	UC	LC	CC	DC	GC	HC	BP	LI	GI	Additional Regulations
Office Uses																
Corporate offices						C	P	P	P	P	P	P	P	P	P	
General offices						C	P	P	P	P	P	P	P	P	P	
Financial offices							P	P	P	P	P	P	P	P	P	
Medical offices						C	P	P	P	P	P	P	P	P	C	
Commercial Uses																
Ag sales/service									C	C	P	P		P	P	
Auto rental/sales							P		C	P	P	P		C		17.22.050(C)
Auto services							C	C	P	P	P	P		P	P	17.22.050(A), (B)
Body repair									C	C	P	P		P	P	17.22.050(A)
Equip rental/sales										C	P	P		P	P	17.22.050(C)
Equipment repair											P	P		P	P	17.22.050(A)
Bed and breakfast	C	C	C	C	C		P	P	P	P	P	P				17.22.050(D)
Business support							P	P	P	P	P	P	P	P	P	
Business/trade school									P	P	P	P	P	P	P	
Campground									C		C	C				17.22.050(E)
Cocktail lounge							C		P	C	P	P	C	P	P	17.22.050(F)
Commercial rec (indoor)							C	C	P	P	P	P	P	P	P	17.22.050(F)
Commercial rec (outdoor)											P	P		P	P	
Communication service							P	C	P	P	P	P	P	P	P	
Construction sales/service							C		C	C	P	P		P	P	
Consumer service							P	P	P	P	P	P	P	P		
Convenience storage									C		C	C		P	P	17.22.050(G)
Crematorium							C	C	C	C	C	C		C	C	
Food sales (convenience)							P	C	P	P	P	P	P	P	P	
Food sales (limited)							P	P	P	P	P	P	P	P	P	
Food sales (general)							C	C	P	P	P	P				

P = Uses permitted by right
 C = Uses permitted by conditional use permit
 Blank = Use not permitted

Table 17.08B

Permitted Uses by Zoning Districts (Continued)

Use Types	AG	RR	R-1	R-2	R-3	R-4	UC	LC	CC	DC	GC	HC	BP	LI	GI	Additional Regulations
Commercial Uses (Cont.)																
Food sales (supermarkets)									P	P	C	C				
Funeral service						C	P	P	P	P	P	P	P	P	P	
Kennels	P	C									C	C		P	P	
Laundry services										C	P	P		P	P	
Liquor sales									P	P	P	P		C		
Lodging							P		P	P	P	P	P	C		
Personal improvement							P	P	P	P	P	P	P	P	P	
Personal services							P	P	P	P	P	P	P	P	P	
Pet services	C						P	P	P	P	P	P	P	P		
Research services							P	P	P	P	P	P	P	P	P	
Restaurants (drive-in)							C		P	C	P	P		C	C	17.22.050(H)
Restaurants (general)							P	P	P	P	P	P	P	C	C	17.22.050(H)
Restricted business											C			C	P	17.22.050(I)
Retail services (limited)							P	P	P	P	P	P	C			
Retail services (large)								C	P	C	P	P				
Retail services (mass)									C	C	P	P				
Stables	C	C														
Surplus sales										C	P			P	P	
Trade services							C		C	C	P	P	P	P	P	
Vehicle storage (short-term)							C				P			P	P	
Veterinary services	C	C					P	C	C	C	P	P		P	P	
Parking uses																
Off-street parking							C		C	P	P	P	C	P	P	
Parking structure									C	P	C	C	C	P	P	

P = Uses permitted by right
 C = Uses permitted by conditional use permit
 Blank = Use not permitted

Table 17.08B

Permitted Uses by Zoning Districts (Continued)

Use Types	AG	RR	R-1	R-2	R-3	R-4	UC	LC	CC	DC	GC	HC	BP	LI	GI	Additional Regulations	
Industrial Uses																	
Agricultural industry														C	P	17.22.070	
Construction yards														P	P	17.22.070	
Custom manufacturing							C		C	P	P	P	P	P	P	17.22.070	
Light industry														C	P	P	17.22.070
General industry														P	P	17.22.070	
Heavy industry															C	17.22.070	
Recycling collection									C	C	P			P	P	17.22.070	
Recycling processing														P	P	17.22.070	
Resource extraction															C	17.22.060(A), 17.22.070	
Salvage services															P	17.22.060(B), 17.22.070	
Vehicle storage (long-term)											C			P	P	17.22.070	
Warehousing (enclosed)										C	C	C	P	P	P	17.22.070	
Warehousing (open)														C	P	17.22.070	
Transportation uses																	
Aviation														C	C	P	
Railroad facilities										C	C			C	P	P	
Truck terminal											C			C	P	17.22.070	
Transportation terminal									P	P	P	P		P	P		
Miscellaneous Uses																	
Alternative energy production devices	C	C	C	C	C	C	C	C		C	C	C	P	P	P		
Amateur radio tower	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		
Communications tower	C	C	C	C	C	C	C	C	C	C	C	C	P	P	P	17.22.080(A)	

P = Uses permitted by right
 C = Uses permitted by conditional use permit
 Blank = Use not permitted

CEIV
2/22/13

REZONING APPLICATION

APPLICANT NAME: Jerome D. Fiechtner & Janet Reese

APPLICANT ADDRESS: 1706 North Park Ave
Oskaloosa, Iowa 52577

OWNER NAME: Jerome D. Fiechtner & Janet Reese

PHONE NUMBER: (641) 673-8778

ADDRESS OF PROPERTY: 202 South 11th Street

LEGAL DESCRIPTION: (Please provide a copy of the legal description from the Mahaska County Recorder's Office.) Lot Four of Hope Subdivision

REQUEST REZONING FROM Residential / R 2
TO Commercial

REASON FOR REZONING APPLICATION AND THE NATURE AND OPERATING CHARACTERISTICS OF THE PROPOSED USE:

The reason for request for rezoning is to be in compliance with the city code. When we purchased the property in June 2012 it was represented as Commercial Buildings & Property and the real estate offer/contract was for Commercial / Non-Residential Real Estate. The proposed use is for offices for management & oversight of agribusiness in/around Oskaloosa area, and possible storage in standing steel warehouse.

NOTE: ANY GRAPHIC INFORMATION, INCLUDING SITE PLANS, ELEVATIONS, OTHER DRAWINGS, OR OTHER MATERIALS DETERMINED BY ZONING ADMINISTRATOR TO BE NECESSARY TO DESCRIBE THE PROPOSED USE TO THE PLANNING AND ZONING COMMISSION AND/OR THE CITY COUNCIL WILL BE INCLUDED WITH THIS APPLICATION.

PLEASE SUBMIT THE \$250.00 APPLICATION FEE WITH THIS REQUEST.

Jerome D. Fiechtner / Janet Reese
SIGNATURE OF OWNER

DATE: 2/22/13

OSKALOOSA
IOWA



CITY COUNCIL COMMUNICATION

MEETING DATE: April 15, 2013

REQUESTED BY: Michael Schrock,
City Manager

ITEM TITLE: REQUESTS FROM THE GENERAL PUBLIC - A

Consider request from Sherry Vavra, Executive Director, Mahaska Community Recreation Foundation, to report on MCRF quarterly activities.

EXPLANATION:

Sherry Vavra, Executive Director, Mahaska Community Recreation Foundation, will attend the city council meeting to report on Mahaska Community Recreation Foundation quarterly activities. The quarterly progress report is included in your agenda packet.

Receive report.

BUDGET CONSIDERATION:

None.

ATTACHMENTS:

None.

OSKALOOSA
IOWA



CITY COUNCIL COMMUNICATION

MEETING DATE: April 15, 2013

REQUESTED BY: Public Works Department,
Engineering Division

ITEM TITLE: REQUESTS FROM THE GENERAL PUBLIC - B

Consider a motion to approve the request by 'Cellar Peanut Pub' at 206 Rock Island Avenue for outdoor entertainment, alcohol consumption outside building premises, and a temporary variance from noise ordinance.

EXPLANATION:

Mr. Marty Duffy, Owner of the Cellar Peanut Pub at 206 Rock Island Avenue, has submitted a request to have outdoor entertainment involving antique car show and alcohol consumption outside building premises on Saturday, April 20, 2013. The subject property is currently zoned as Urban Corridor district that does not permit outdoor entertainment.

The current land use is cocktail lounge, where alcohol cannot be consumed outside the premises. However, alcohol consumption outside the building premises on the parking lot area is open for public use, which violates open container law. The Oskaloosa Municipal Code does not allow for land uses similar to 'beer garden', where alcohol consumption is permitted outside building premises.

Mr. Duffy is also requesting a variance from Oskaloosa Municipal Code Section 9.12.040 for granting a variance from the noise standards outlined in the Ordinances.

The fencing and exiting provisions will need to be inspected to preserve the safety of the occupants and any structures associated with the entertainment will require permits and inspections to assure safety. Vehicular Parking will also need to be arranged for those attending as the present parking lot will be used for commercial recreation.

The above request for outdoor commercial recreation, alcohol consumption in the parking lot area, and noise variance on commercial property will need council approval.

BUDGET CONSIDERATION:

None.

RECOMMENDED ACTION:

Staff recommends approval of this item as presented.

ATTACHMENTS:

Request letter and Picture.

The Cellar Peanut Pub
206 Rock Island Ave
Oskaloosa, IA 52577

April 10, 2013

City of Oskaloosa
Attn: Akhilesh Pal, City Engineer
804 S D Street
Oskaloosa, IA 52577

Mr. Pal,

The Cellar Peanut Pub will be hosting the First annual Air Cooled Antique Car show on Saturday, April 20, 2013. We are hoping to have upwards of 100 vintage Volkswagen cars from the surrounding area and from out of state. The event will begin at noon, with registration. Food from Breadeaux Pizza along with hamburgers, brats and hot dogs will be sold on the property.

Only cars for the car show will be allowed to park in the parking lot. Marty has talked with the owner of the vacant lot the West of the Cellar Peanut Pub. The owner of that property has said that non-car show cars are welcome to utilize that lot to park in.

The entire property will be fenced with snow fence. At the entry points (one on the East side and one on the West side), ID's will be checked and a wrist band will be provided for those ages 21 and up. This wrist band will be required for the purchase and consumption of alcohol. Only canned beer and wine will be sold outside on the fenced deck and no glass bottles will be allowed outside as plastic cups will be provided. The outdoor sale of alcohol will end at 11:00pm.

Outdoor music will begin at noon on the stage, which is utilized for Friday After Five. The stage will be placed on the West end of the property at the area that is currently set aside for sand volleyball. The event will be all ages from 12:00pm – 5:00 pm. At 5:00pm the event becomes 21 and up. The second band will play from 6:00pm – 11:00pm.

It should be noted that a total of fifteen people will be bartending and providing security and supervision for the event.

Thank you for your consideration,



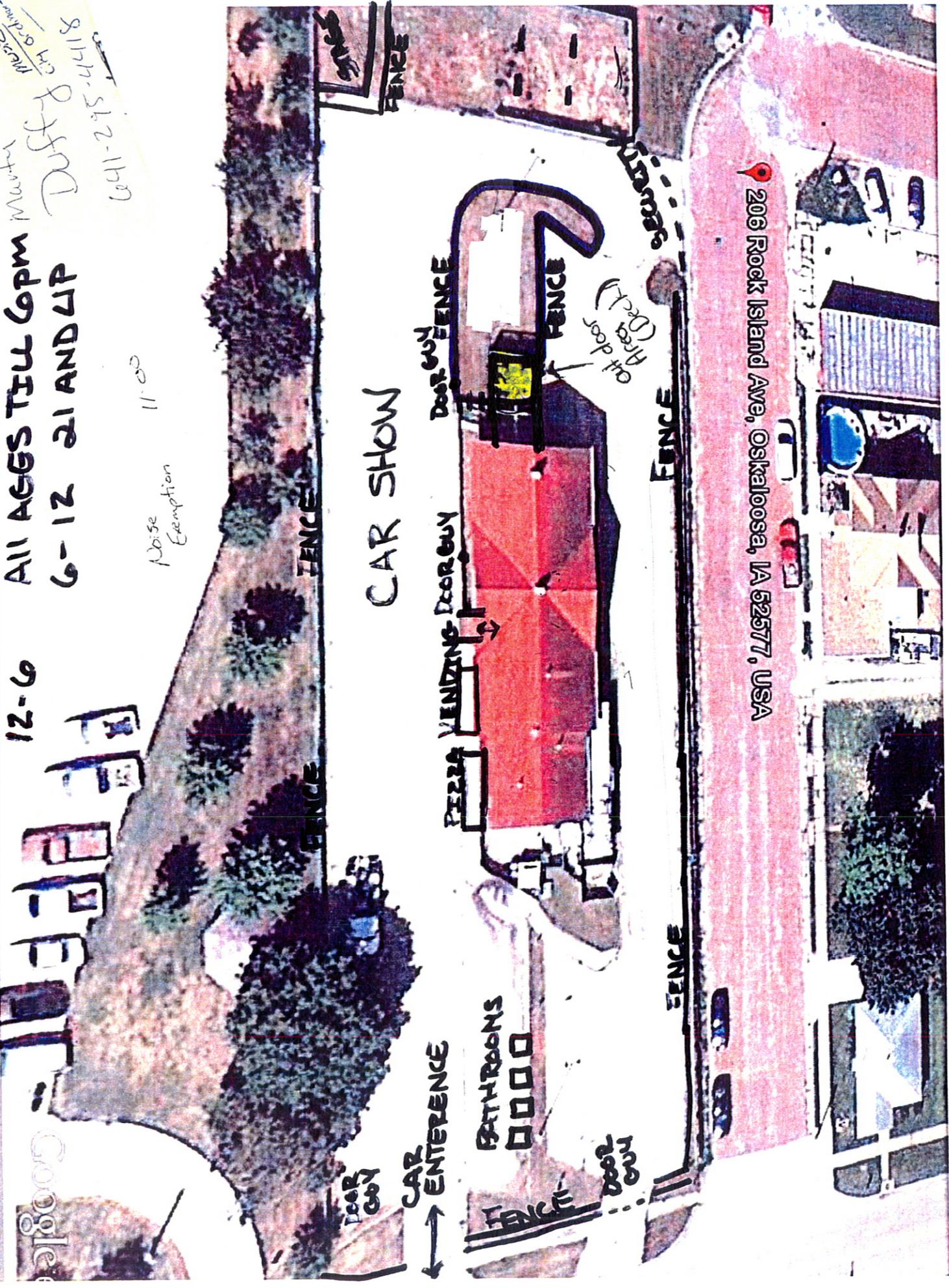
Marty Duffy
Owner, The Cellar Peanut Pub
641-295-4418

12-6
6-12 21 AND UP
Marty Duff
641-245-1118
Music City Ordinance

ALL AGES TILL 6PM
6-12 21 AND UP

Noise Exemption 11:00

CAR SHOW



206 Rock Island Ave, Oskaloosa, IA 52577, USA

OSKALOOSA
IOWA



CITY COUNCIL COMMUNICATION

MEETING DATE: April 15, 2013

REQUESTED BY: Public Works Department,
Engineering Division

ITEM TITLE:

Consider an ordinance amending the City Code of the City of Oskaloosa, Iowa by amending provisions pertaining to Chapter 10.24 - Stop and Yield Requirements; and Chapter 10.48 – “Parking Regulations Generally”, Section 10.48.240 – “No Parking Zones”; (1st reading)

EXPLANATION:

The Public Works Department performed a review of all intersections with all-way stop signs. City staff has studied 16 intersections for all-way stop warrants. Of these 16 intersections, 14 were all-way stop control and 2 were two-way stop control intersections. Among them only two of those intersections, ‘High Avenue West & D Street’ and ‘K Avenue East & North Third Street’, met the Manual on Uniform Traffic Control Devices (MUTCD) warrants for an all-way stop. An additional 5 intersections will remain as all-way stop controls due to proximity to the downtown area and/or the geometric alignment of the intersection. Thus, a total of 7 intersections will operate with all-way stop controls and are listed as follows:

1. D Street & High Avenue West
2. North 3rd Street & K Avenue East
3. South 7th Street & 5th Avenue East
4. South B Street & 2nd Avenue West
5. High Avenue West & South A Street
6. High Avenue East & 1st Street
7. 1st Avenue East & South 1st Street

The twelve intersections which did not meet the all-way stop warrants are recommended to be changed to two-way stop intersections. All intersections recommended to be changed to two-way stop controls were also evaluated for intersection sight visibility. Where parking restrictions do not already exist, a 50’ no parking restriction will be required along each side of the thru street so that stopped vehicles can see oncoming traffic.

Staff has also re-evaluated all parking restrictions listed in Section 10.48.240 of the City

Code. To accomplish this, the current code was checked against existing conditions. In many cases, additional no parking signs need to be installed. In other cases, obsolete or unclear parking restriction code needs to be updated or changed.

The proposed amendments reflect Staff's attempt to address and resolve Oskaloosa's existing traffic control devices.

BUDGET CONSIDERATION:

There will be minimal impact to the City Budget for the installation or removal of these traffic control signs.

RECOMMENDED ACTION:

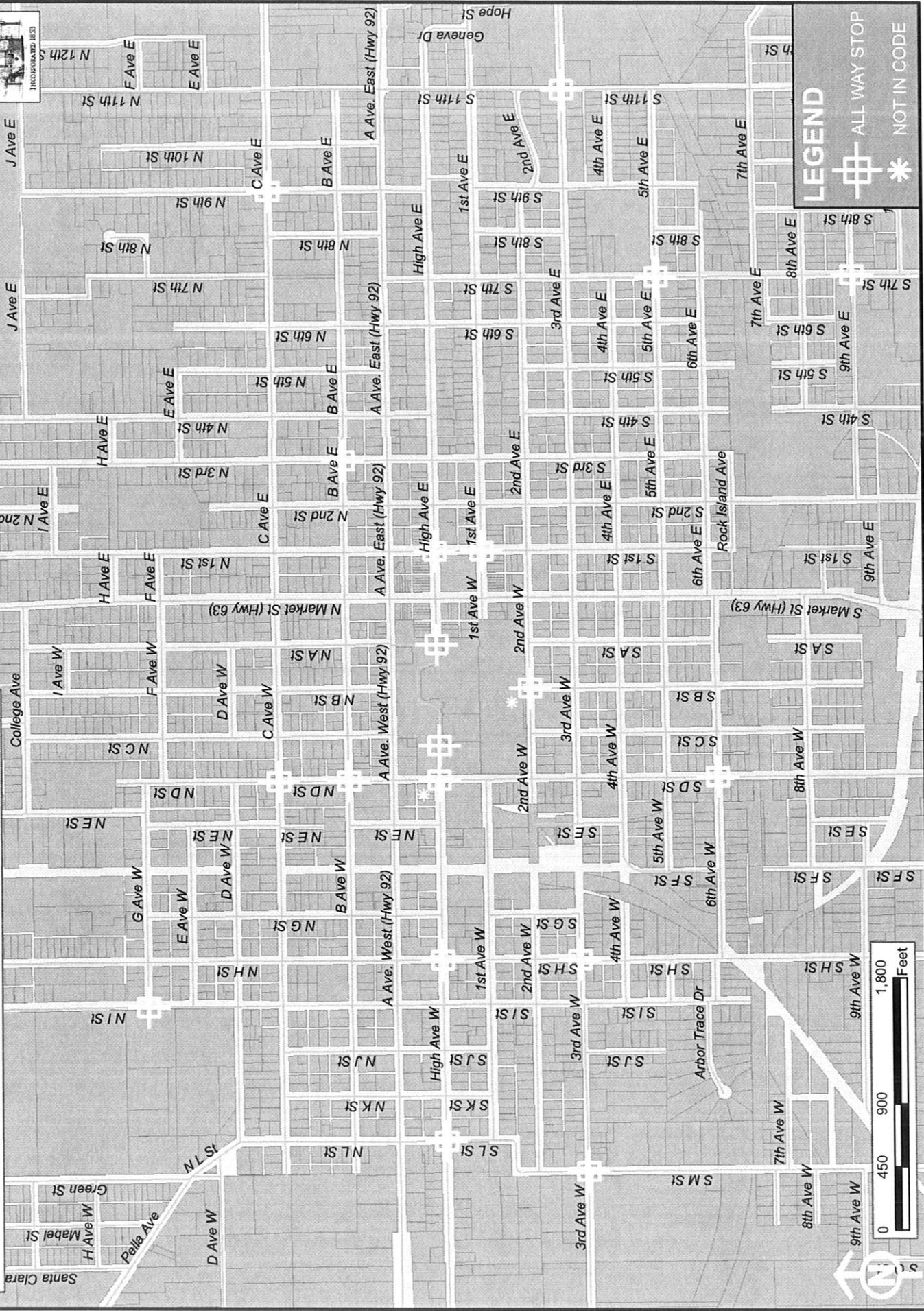
Approve and adopt ordinance.

ATTACHMENTS:

Location Map, All-way Stop report, and Ordinance.



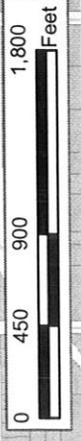
ALL WAY STOPS - EXISTING CONDITIONS



LEGEND

□ ALL WAY STOP

* NOT IN CODE



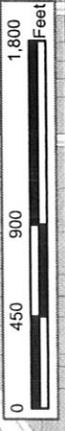


FUTURE STOP SIGN & PARKING CONDITIONS



LEGEND

- ALL WAY STOP
- 2 WAY STOP ON NORTHBOUND & SOUTHBOUND APPROACHES
- 2 WAY STOP ON EASTBOUND & WESTBOUND APPROACHES
- STOP ON WESTBOUND APPROACH ONLY
- STOP ON EASTBOUND APPROACH ONLY
- STOP ON NORTHBOUND APPROACH ONLY & REMOVE FROM CODE
- ADD TO CODE
- 50 FEET OF NO PARKING AT 2 WAY STOP INTERSECTIONS
- REMOVE PARKING RESTRICTION FROM CODE



COMPREHENSIVE STUDY OF ALL-WAY STOP INTERSECTIONS

OSKALOOSA IOWA

March 4, 2013

Revised April 15, 2013

Engineering Division, Public Works Department

Table of Contents

SUMMARY	1
BACKGROUND	1
RECOMMENDATIONS AND CONCLUSIONS	2
FISCAL IMPACT	2
DETAILED STUDY REPORT.....	6

List of Figures and Tables

Figure 1: All Way Stop Study Intersections – Existing Conditions.....	3
Figure 2: All Way Stop Intersections – Future Conditions.....	4
Table 1: All Way Stop intersection Summary.....	5

SUMMARY

In August 2012, Staff was directed to study all of the all-way stop intersections in the City of Oskaloosa. An All-Way Stop sign control warrant study was conducted on 16 different intersections and among them only 2 intersections met the minimum requirements needed for All-Way Stop sign control. These 2 intersections are at 'North 3rd Street at K Avenue' and 'South D Street at High Avenue'. Staff recommends that all-way stops remain at only these two locations and the sign control on all other locations be changed as shown in this report.

BACKGROUND

Beginning on August 28, 2012, and ending February 20, 2013, City staff has conducted traffic counts at 16 intersections. Of these 16 intersections, 14 were all-way stops and two were 2-way stop intersections. The study of these intersections conforms to the Federal government, Manual on Uniform Traffic Control Device (MUTCD), requirements for All-Way Stop sign controls. The analysis takes into consideration land use, street classifications / designations, collision history, traffic volume, schools, unusual conditions, and engineering judgment. The existing conditions of all study locations are shown in Figure 1 (page 3).

Traffic was counted during the morning peak hours from 7:00-8:30 AM and afternoon peak hours from 3:00-5:00 PM. This data was then analyzed in 15 minute intervals to find the peak hour traffic count. Once the peak hour counts were found, the remaining hours of the day from 7:00 AM to 7:00 PM were calculated assuming different factors multiplied by the peak hour rate. These hourly totals were then used to find the 8-hour averages required by the (MUTCD) stop sign warrants. The crash history came from the DOT database and the latest year for which we have data is from 2011. Only crashes which could be prevented by implementing an all-way stop count towards the warrants.

Data was also collected at the two 2-way stop intersections of C Avenue East at North 3rd Street and North 11th Street to evaluate whether or not they warranted all-way stops. While the North 3rd Street intersection met the volume criteria of Warrant D, it did not meet the crash history requirement. Both volume and crash history must be reached for Warrant D to be met.

There were 6 intersections for which data was not collected. The reasons for not performing a traffic count at these locations are primarily due to proximity to the downtown area and the geometric alignment of the intersection. The reasons for not performing a traffic count at these locations vary, and are explained below:

South B Street & 2nd Avenue West – This location would likely not meet the warrants, however, because it is a skewed intersection with a sharply angled approach, staff recommends leaving it as a 3-way stop. However, this intersection is not in the City Code and needs to be updated.

High Avenue West & C Street – This intersection should not be in the City Code because there is no cross street at that location, only a parking lot entrance. The stop signs along High Avenue will therefore be removed. The stop sign at the HyVee parking lot entrance will remain, but should not be included in the City Code because it is not a city street.

'High Avenue East & 1st Street' and '1st Avenue East & South 1st Street' – These two intersections will remain as is because they are located in the Oskaloosa downtown area.

High Avenue West & South A Street – Because this intersection is also located in the Oskaloosa downtown area, it will remain as is. The City Code will change, however, because of the new intersection of High Avenue West and A Street that will be constructed as part of the Penn Central Mall East Parking Reconstruction Project. In order to avoid confusion, the new intersection will be High Avenue West & North A Street, while this intersection will change in the Code to High Avenue West & South A Street.

High Avenue West & North A Street – A stop sign on High Avenue West (West approach only) will be added to the Code as part of the Penn Central Mall East Parking Reconstruction Project.

RECOMMENDATIONS AND CONCLUSIONS

Based on the study conducted by staff, only 2 intersections at 'North 3rd Street at K Avenue' and 'South D Street at High Avenue' meets the minimum requirements needed for All-Way Stop sign control. Staff recommends that all-way stops remain at only these two intersections and that sign control on all other locations be changed to a two-way stop sign control. The proposed changes are shown in Figure 2 (page 4). The summary of these traffic control changes are also shown in Table 1 (Page 5). This study concludes that there will be a total of 7 intersections with all-way stop control in the city limits as shown in Table 1 (page 5).

FISCAL IMPACT

There would be no financial impact as stop signs will be removed, only labor associated with removals.

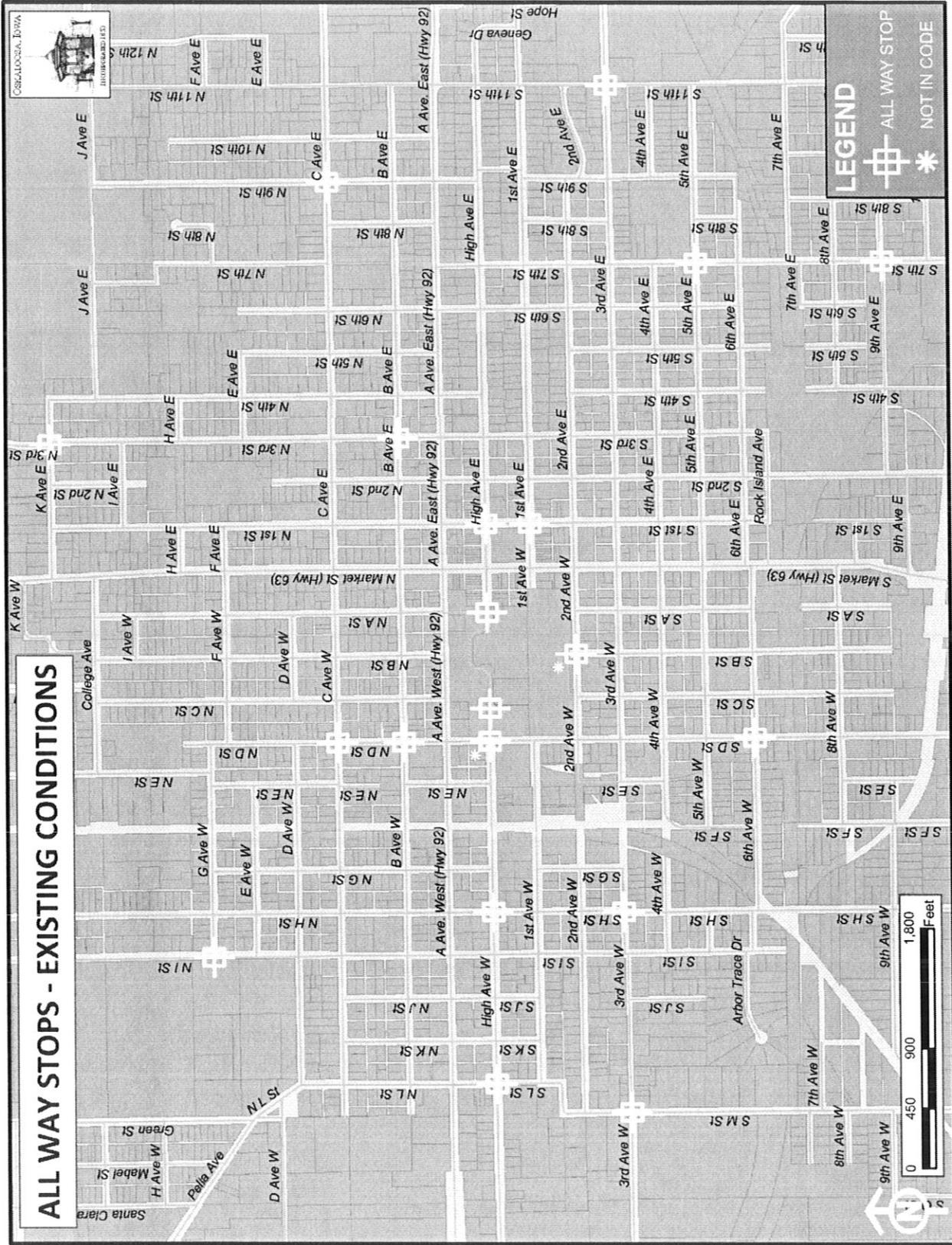


Figure 1: All Way Stop Study Intersections – Existing Conditions

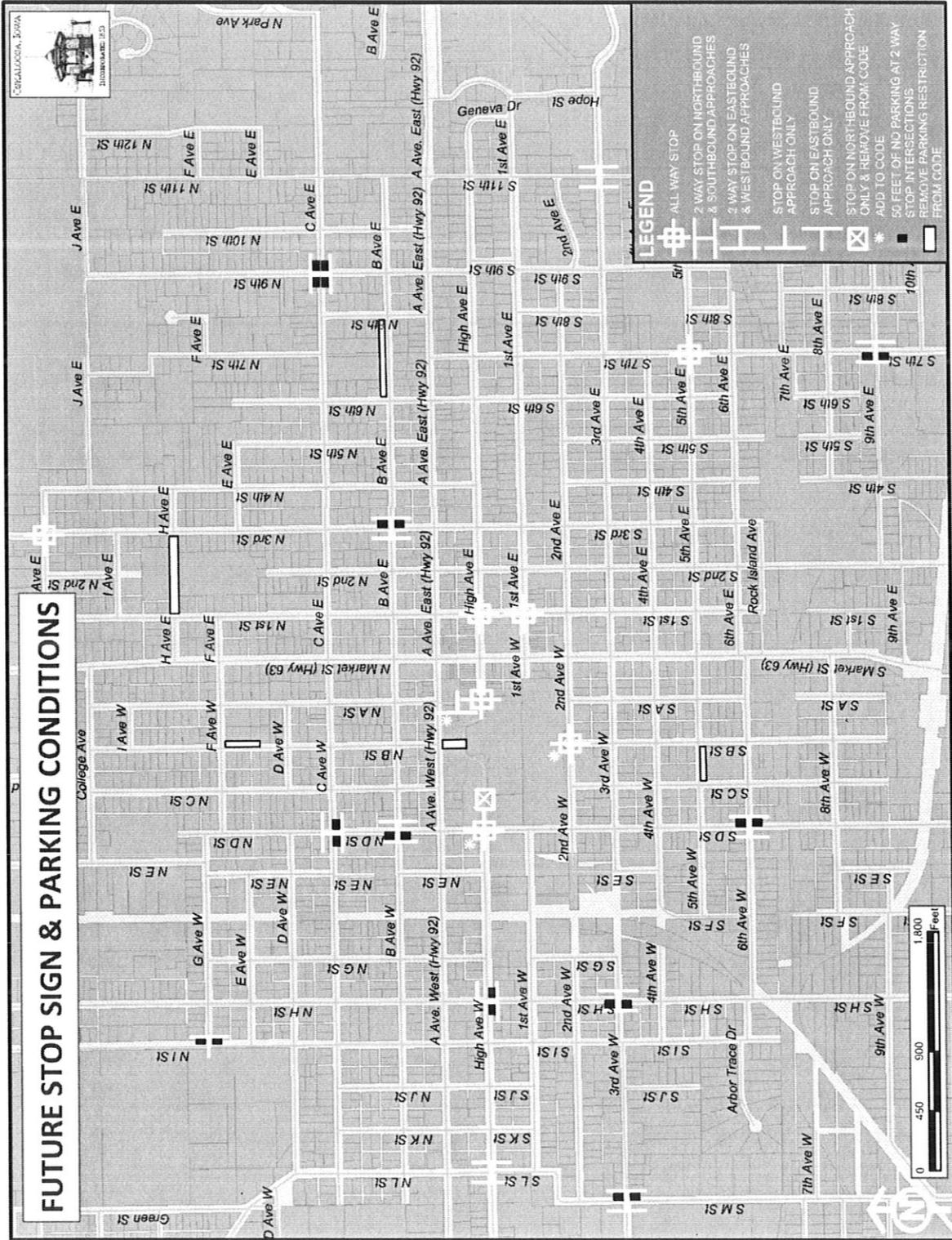


Figure 2: All Way Stop Intersections – Future Conditions

Intersection Location	Current Control	Proposed Control	Meets Warrant?	Proposed Control Description	Requires Code Change?
South M Street & 3rd Avenue West	4-Way Stop	2-Way Stop	No	Stop on 3rd Avenue West (East/West) approaches only	Yes
L Street & High Avenue West	4-Way Stop	2-Way Stop	No	Stop on High Avenue West (East/West) approaches only	Yes
North I Street & G Avenue West	3-Way Stop	1-Way Stop	No	Stop on G Avenue West (East) approach only	Yes
H Street & High Avenue West	4-Way Stop	2-Way Stop	No	Stop on H Street (North/South) approaches only	Yes
South H Street & 3rd Avenue West	4-Way Stop	2-Way Stop	No	Stop on 3rd Avenue West (East/West) approaches only	Yes
North D Street & C Avenue West	4-Way Stop	2-Way Stop	No	Stop on North D Street (North/South) approaches only	Yes
North D Street & B Avenue West	4-Way Stop	2-Way Stop	No	Stop on B Avenue West (East/West) approaches only	Yes
D Street & High Avenue West	4-Way Stop	4-Way Stop	Yes	Leave as is: (4-Way Stop)	Yes, not in Code
South D Street & 6th Avenue West	4-Way Stop	2-Way Stop	No	Stop on 6th Avenue West (East/West) approaches only	Yes
North 3rd Street & K Avenue East	4-Way Stop	4-Way Stop	Yes	Leave as is: (4-Way Stop)	No
North 3rd Street & C Avenue East	2-Way (Stop on 3rd St)	2-Way Stop	No	Leave as is: Stop on North 3rd Street (North/South) approaches only	No
North 3rd Street & B Avenue East	4-Way Stop	2-Way Stop	No	Stop on B Avenue East (East/West) approaches only	Yes
South 7th Street & 9th Avenue East	4-Way Stop	2-Way Stop	No	Stop on 9th Avenue East (East/West) approaches only	Yes
South 7th Street & 5th Avenue East	4-Way Stop	4-Way Stop	N/A	Leave as is: (4-Way Stop)	No
North 9th Street & C Avenue East	4-Way Stop	2-Way Stop	No	Stop on North 9th Street (North/South) approaches only	Yes
North 11th Street & C Avenue East	2-Way (Stop on 11th St)	2-Way Stop	No	Leave as is: Stop on North 11th Street (North/South) approaches only	No
South 11th Street & 3rd Avenue East	4-Way Stop	2-Way Stop	No	Stop on 3rd Avenue East (East/West) approaches only	Yes
South B Street & 2nd Avenue West	3-Way Stop	3-Way Stop	N/A	Leave as is: (3-Way Stop)	Yes, not in Code
High Avenue West & C Street	3-Way Stop	1-Way Stop	N/A	Remove stop signs along High Avenue, Stop sign will remain at the HyVee parking lot (South) approach only	Yes, remove from Code
High Avenue West & South A Street	3-Way Stop	3-Way Stop	N/A	Leave as is: (3-Way Stop)	Yes, change from North A Street to South A Street
High Avenue West & North A Street	None	1-Way Stop	N/A	Stop on High Avenue West (West) approach only: (Proposed traffic control will take effect upon completion of the Penn Central Mall East Parking Reconstruction Project)	Yes, not in Code
High Avenue East & 1st Street	4-Way Stop	4-Way Stop	N/A	Leave as is: (4-Way Stop)	No
1st Avenue East & South 1st Street	4-Way Stop	4-Way Stop	N/A	Leave as is: (4-Way Stop)	No

Table 1: All Way Stop Intersection Summary

DETAILED STUDY REPORT

MULTI-WAY STOP SIGN WARRANTS

Intersection: South M Street & 3rd Avenue West
 Major Street: South M Street

Date of Study: 10/16-17/2012
 Minor Street: 3rd Avenue West

A. Traffic Control Signal Warrant:

Where traffic control signals are justified, then the multi-way stop is an interim measure until traffic control signals are installed.

Meets Warrant?

1. Traffic Control Signal is **NOT** Justified **N/A**

B. Crash History Warrant:

Five or more reported crashes in a 12 month period of the type correctable by an all-way stop control.

Meets Warrant?

1. Twelve month period studied:	<u>2011</u>	
2. Total number of reported collisions:	<u>None</u>	
3. Number of collisions susceptible to correction (5 Required):	<u>None</u>	<u>No</u>

C. Minimum Volume Warrant:

1. The volume entering the intersection from both major street approaches averages at least 300 vehicles per hour (VPH) for any 8 hours of an average day; **AND**
2. The combined vehicular, pedestrian, and bicycle volume entering from both minor street approaches averages at least 200 vehicles per hour (VPH) for the same 8 hours, with an average delay to minor street traffic of at least 30 seconds per vehicle during the highest hour; **BUT**
3. If the 85th percentile approach speed of the major street traffic exceeds 40 mph, the minimum volume warrants are 70% of the required values.

Meets Warrant?

1. 8-Hour approach volume on major street (300 VPH Required):	<u>61 VPH</u>	<u>No</u>
2. 8-Hour approach volume on minor street (200 VPH Required):	<u>23 VPH</u>	<u>No</u>
3. 85 th percentile speed on major street (40 MPH Required):	<u>25 mph</u>	<u>No</u>

D. Reduced Warrant:

If no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80% of the minimum values. Criterion C.3 is excluded from this condition.

Meets Warrant?

1. Number of collisions susceptible to correction (4 Required):	<u>None</u>	<u>No</u>
2. 8-Hour approach volume on major street (240 VPH Required):	<u>61 VPH</u>	<u>No</u>
3. 8-Hour approach volume on minor street (160 VPH Required):	<u>23 VPH</u>	<u>No</u>

Note: The Warrants are from the (National) Manual on Uniform Traffic Control Devices (MUTCD), published by the U.S. Department of Transportation (DOT) and Federal Highway Administration (FHWA).

MULTI-WAY STOP SIGN WARRANTS

Intersection: L Street & High Avenue West
Major Street: L Street

Date of Study: 10/25/2012
Minor Street: High Avenue West

E. Traffic Control Signal Warrant:

Where traffic control signals are justified, then the multi-way stop is an interim measure until traffic control signals are installed.

Meets Warrant?

1. Traffic Control Signal is **NOT** Justified

N/A

F. Crash History Warrant:

Five or more reported crashes in a 12 month period of the type correctable by an all-way stop control.

Meets Warrant?

1. Twelve month period studied:
2. Total number of reported collisions:
3. Number of collisions susceptible to correction (5 Required):

2011

None

None

No

G. Minimum Volume Warrant:

1. The volume entering the intersection from both major street approaches averages at least 300 vehicles per hour (VPH) for any 8 hours of an average day; **AND**
2. The combined vehicular, pedestrian, and bicycle volume entering from both minor street approaches averages at least 200 vehicles per hour (VPH) for the same 8 hours, with an average delay to minor street traffic of at least 30 seconds per vehicle during the highest hour; **BUT**
3. If the 85th percentile approach speed of the major street traffic exceeds 40 mph, the minimum volume warrants are 70% of the required values.

Meets Warrant?

1. 8-Hour approach volume on major street (300 VPH Required):
2. 8-Hour approach volume on minor street (200 VPH Required):
3. 85th percentile speed on major street (40 MPH Required):

126 VPH

87 VPH

25 mph

No

No

No

H. Reduced Warrant:

If no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80% of the minimum values. Criterion C.3 is excluded from this condition.

Meets Warrant?

1. Number of collisions susceptible to correction (4 Required):
2. 8-Hour approach volume on major street (240 VPH Required):
3. 8-Hour approach volume on minor street (160 VPH Required):

None

126 VPH

87 VPH

No

No

No

Note: The Warrants are from the (National) Manual on Uniform Traffic Control Devices (MUTCD), published by the U.S. Department of Transportation (DOT) and Federal Highway Administration (FHWA).

MULTI-WAY STOP SIGN WARRANTS

Intersection: North I Street & G Avenue West
 Major Street: North I Street

Date of Study: 11/27/2012
 Minor Street: G Avenue West

I. Traffic Control Signal Warrant:

Where traffic control signals are justified, then the multi-way stop is an interim measure until traffic control signals are installed.

Meets Warrant?

1. Traffic Control Signal is **NOT** Justified **N/A**

J. Crash History Warrant:

Five or more reported crashes in a 12 month period of the type correctable by an all-way stop control.

Meets Warrant?

1. Twelve month period studied:	<u>2011</u>	
2. Total number of reported collisions:	<u>None</u>	
3. Number of collisions susceptible to correction (5 Required):	<u>None</u>	<u>No</u>

K. Minimum Volume Warrant:

1. The volume entering the intersection from both major street approaches averages at least 300 vehicles per hour (VPH) for any 8 hours of an average day; **AND**
2. The combined vehicular, pedestrian, and bicycle volume entering from both minor street approaches averages at least 200 vehicles per hour (VPH) for the same 8 hours, with an average delay to minor street traffic of at least 30 seconds per vehicle during the highest hour; **BUT**
3. If the 85th percentile approach speed of the major street traffic exceeds 40 mph, the minimum volume warrants are 70% of the required values.

Meets Warrant?

1. 8-Hour approach volume on major street (300 VPH Required):	<u>80 VPH</u>	<u>No</u>
2. 8-Hour approach volume on minor street (200 VPH Required):	<u>56 VPH</u>	<u>No</u>
3. 85 th percentile speed on major street (40 MPH Required):	<u>25 mph</u>	<u>No</u>

L. Reduced Warrant:

If no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80% of the minimum values. Criterion C.3 is excluded from this condition.

Meets Warrant?

1. Number of collisions susceptible to correction (4 Required):	<u>None</u>	<u>No</u>
2. 8-Hour approach volume on major street (240 VPH Required):	<u>80 VPH</u>	<u>No</u>
3. 8-Hour approach volume on minor street (160 VPH Required):	<u>56 VPH</u>	<u>No</u>

Note: The Warrants are from the (National) Manual on Uniform Traffic Control Devices (MUTCD), published by the U.S. Department of Transportation (DOT) and Federal Highway Administration (FHWA).

MULTI-WAY STOP SIGN WARRANTS

Intersection: H Street & High Avenue West
 Major Street: High Avenue West

Date of Study: 10/23-24/2012
 Minor Street: H Street

M. Traffic Control Signal Warrant:

Where traffic control signals are justified, then the multi-way stop is an interim measure until traffic control signals are installed.

Meets Warrant?

1. Traffic Control Signal is **NOT** Justified **N/A**

N. Crash History Warrant:

Five or more reported crashes in a 12 month period of the type correctable by an all-way stop control.

Meets Warrant?

- | | | |
|---|-------------|------------------|
| 1. Twelve month period studied: | <u>2011</u> | |
| 2. Total number of reported collisions: | <u>None</u> | |
| 3. Number of collisions susceptible to correction (5 Required): | <u>None</u> | <u>No</u> |

O. Minimum Volume Warrant:

1. The volume entering the intersection from both major street approaches averages at least 300 vehicles per hour (VPH) for any 8 hours of an average day; **AND**
2. The combined vehicular, pedestrian, and bicycle volume entering from both minor street approaches averages at least 200 vehicles per hour (VPH) for the same 8 hours, with an average delay to minor street traffic of at least 30 seconds per vehicle during the highest hour; **BUT**
3. If the 85th percentile approach speed of the major street traffic exceeds 40 mph, the minimum volume warrants are 70% of the required values.

Meets Warrant?

- | | | |
|---|----------------|------------------|
| 1. 8-Hour approach volume on major street (300 VPH Required): | <u>177 VPH</u> | <u>No</u> |
| 2. 8-Hour approach volume on minor street (200 VPH Required): | <u>126 VPH</u> | <u>No</u> |
| 3. 85 th percentile speed on major street (40 MPH Required): | <u>25 mph</u> | <u>No</u> |

P. Reduced Warrant:

If no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80% of the minimum values. Criterion C.3 is excluded from this condition.

Meets Warrant?

- | | | |
|---|----------------|------------------|
| 1. Number of collisions susceptible to correction (4 Required): | <u>None</u> | <u>No</u> |
| 2. 8-Hour approach volume on major street (240 VPH Required): | <u>177 VPH</u> | <u>No</u> |
| 3. 8-Hour approach volume on minor street (160 VPH Required): | <u>126 VPH</u> | <u>No</u> |

Note: The Warrants are from the (National) Manual on Uniform Traffic Control Devices (MUTCD), published by the U.S. Department of Transportation (DOT) and Federal Highway Administration (FHWA).

MULTI-WAY STOP SIGN WARRANTS

Intersection: South H Street & 3rd Avenue West
 Major Street: South H Street

Date of Study: 10/11/2012
 Minor Street: 3rd Avenue West

Q. Traffic Control Signal Warrant:

Where traffic control signals are justified, then the multi-way stop is an interim measure until traffic control signals are installed.

Meets Warrant?

1. Traffic Control Signal is **NOT** Justified **N/A**

R. Crash History Warrant:

Five or more reported crashes in a 12 month period of the type correctable by an all-way stop control.

Meets Warrant?

- | | | |
|---|-------------|------------------|
| 1. Twelve month period studied: | <u>2011</u> | |
| 2. Total number of reported collisions: | <u>None</u> | |
| 3. Number of collisions susceptible to correction (5 Required): | <u>None</u> | <u>No</u> |

S. Minimum Volume Warrant:

1. The volume entering the intersection from both major street approaches averages at least 300 vehicles per hour (VPH) for any 8 hours of an average day; **AND**
2. The combined vehicular, pedestrian, and bicycle volume entering from both minor street approaches averages at least 200 vehicles per hour (VPH) for the same 8 hours, with an average delay to minor street traffic of at least 30 seconds per vehicle during the highest hour; **BUT**
3. If the 85th percentile approach speed of the major street traffic exceeds 40 mph, the minimum volume warrants are 70% of the required values.

Meets Warrant?

- | | | |
|---|----------------|------------------|
| 1. 8-Hour approach volume on major street (300 VPH Required): | <u>129 VPH</u> | <u>No</u> |
| 2. 8-Hour approach volume on minor street (200 VPH Required): | <u>20 VPH</u> | <u>No</u> |
| 3. 85 th percentile speed on major street (40 MPH Required): | <u>25 mph</u> | <u>No</u> |

T. Reduced Warrant:

If no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80% of the minimum values. Criterion C.3 is excluded from this condition.

Meets Warrant?

- | | | |
|---|----------------|------------------|
| 1. Number of collisions susceptible to correction (4 Required): | <u>None</u> | <u>No</u> |
| 2. 8-Hour approach volume on major street (240 VPH Required): | <u>129 VPH</u> | <u>No</u> |
| 3. 8-Hour approach volume on minor street (160 VPH Required): | <u>20 VPH</u> | <u>No</u> |

Note: The Warrants are from the (National) Manual on Uniform Traffic Control Devices (MUTCD), published by the U.S. Department of Transportation (DOT) and Federal Highway Administration (FHWA).

MULTI-WAY STOP SIGN WARRANTS

Intersection: North D Street & C Avenue West
 Major Street: C Avenue West

Date of Study: 1/8-9/2013
 Minor Street: North D Street

U. Traffic Control Signal Warrant:

Where traffic control signals are justified, then the multi-way stop is an interim measure until traffic control signals are installed.

Meets Warrant?

1. Traffic Control Signal is **NOT** Justified **N/A**

V. Crash History Warrant:

Five or more reported crashes in a 12 month period of the type correctable by an all-way stop control.

Meets Warrant?

- | | | |
|---|-------------|------------------|
| 1. Twelve month period studied: | <u>2011</u> | |
| 2. Total number of reported collisions: | <u>One</u> | |
| 3. Number of collisions susceptible to correction (5 Required): | <u>One</u> | <u>No</u> |

W. Minimum Volume Warrant:

1. The volume entering the intersection from both major street approaches averages at least 300 vehicles per hour (VPH) for any 8 hours of an average day; **AND**
2. The combined vehicular, pedestrian, and bicycle volume entering from both minor street approaches averages at least 200 vehicles per hour (VPH) for the same 8 hours, with an average delay to minor street traffic of at least 30 seconds per vehicle during the highest hour; **BUT**
3. If the 85th percentile approach speed of the major street traffic exceeds 40 mph, the minimum volume warrants are 70% of the required values.

Meets Warrant?

- | | | |
|---|----------------|------------------|
| 1. 8-Hour approach volume on major street (300 VPH Required): | <u>201 VPH</u> | <u>No</u> |
| 2. 8-Hour approach volume on minor street (200 VPH Required): | <u>158 VPH</u> | <u>No</u> |
| 3. 85 th percentile speed on major street (40 MPH Required): | <u>25 mph</u> | <u>No</u> |

X. Reduced Warrant:

If no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80% of the minimum values. Criterion C.3 is excluded from this condition.

Meets Warrant?

- | | | |
|---|----------------|------------------|
| 1. Number of collisions susceptible to correction (4 Required): | <u>One</u> | <u>No</u> |
| 2. 8-Hour approach volume on major street (240 VPH Required): | <u>201 VPH</u> | <u>No</u> |
| 3. 8-Hour approach volume on minor street (160 VPH Required): | <u>158 VPH</u> | <u>No</u> |

Note: The Warrants are from the (National) Manual on Uniform Traffic Control Devices (MUTCD), published by the U.S. Department of Transportation (DOT) and Federal Highway Administration (FHWA).

MULTI-WAY STOP SIGN WARRANTS

Intersection: North D Street & B Avenue West
 Major Street: B Avenue West

Date of Study: 11/29/2012
 Minor Street: North D Street

Y. Traffic Control Signal Warrant:

Where traffic control signals are justified, then the multi-way stop is an interim measure until traffic control signals are installed.

Meets Warrant?

1. Traffic Control Signal is **NOT** Justified **N/A**

Z. Crash History Warrant:

Five or more reported crashes in a 12 month period of the type correctable by an all-way stop control.

Meets Warrant?

1. Twelve month period studied:	<u>2011</u>	
2. Total number of reported collisions:	<u>Two</u>	
3. Number of collisions susceptible to correction (5 Required):	<u>One</u>	<u>No</u>

AA. Minimum Volume Warrant:

1. The volume entering the intersection from both major street approaches averages at least 300 vehicles per hour (VPH) for any 8 hours of an average day; **AND**
2. The combined vehicular, pedestrian, and bicycle volume entering from both minor street approaches averages at least 200 vehicles per hour (VPH) for the same 8 hours, with an average delay to minor street traffic of at least 30 seconds per vehicle during the highest hour; **BUT**
3. If the 85th percentile approach speed of the major street traffic exceeds 40 mph, the minimum volume warrants are 70% of the required values.

Meets Warrant?

1. 8-Hour approach volume on major street (300 VPH Required):	<u>174 VPH</u>	<u>No</u>
2. 8-Hour approach volume on minor street (200 VPH Required):	<u>177 VPH</u>	<u>No</u>
3. 85 th percentile speed on major street (40 MPH Required):	<u>25 mph</u>	<u>No</u>

BB. Reduced Warrant:

If no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80% of the minimum values. Criterion C.3 is excluded from this condition.

Meets Warrant?

1. Number of collisions susceptible to correction (4 Required):	<u>One</u>	<u>No</u>
2. 8-Hour approach volume on major street (240 VPH Required):	<u>174 VPH</u>	<u>No</u>
3. 8-Hour approach volume on minor street (160 VPH Required):	<u>177 VPH</u>	<u>Yes</u>

Note: The Warrants are from the (National) Manual on Uniform Traffic Control Devices (MUTCD), published by the U.S. Department of Transportation (DOT) and Federal Highway Administration (FHWA).

MULTI-WAY STOP SIGN WARRANTS

Intersection: D Street & High Avenue West
Major Street: D Street

Date of Study: 1/10/2013
Minor Street: High Avenue

CC. Traffic Control Signal Warrant:

Where traffic control signals are justified, then the multi-way stop is an interim measure until traffic control signals are installed.

Meets Warrant?

1. Traffic Control Signal is **NOT** Justified

N/A

DD. Crash History Warrant:

Five or more reported crashes in a 12 month period of the type correctable by an all-way stop control.

Meets Warrant?

1. Twelve month period studied: 2011
2. Total number of reported collisions: Two
3. Number of collisions susceptible to correction (5 Required): Two

2011

Two

Two

No

EE. Minimum Volume Warrant:

1. The volume entering the intersection from both major street approaches averages at least 300 vehicles per hour (VPH) for any 8 hours of an average day; **AND**
2. The combined vehicular, pedestrian, and bicycle volume entering from both minor street approaches averages at least 200 vehicles per hour (VPH) for the same 8 hours, with an average delay to minor street traffic of at least 30 seconds per vehicle during the highest hour; **BUT**
3. If the 85th percentile approach speed of the major street traffic exceeds 40 mph, the minimum volume warrants are 70% of the required values.

Meets Warrant?

1. 8-Hour approach volume on major street (300 VPH Required):
2. 8-Hour approach volume on minor street (200 VPH Required):
3. 85th percentile speed on major street (40 MPH Required):

442 VPH

220 VPH

25 mph

Yes

Yes

No

FF. Reduced Warrant:

If no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80% of the minimum values. Criterion C.3 is excluded from this condition.

Meets Warrant?

1. Number of collisions susceptible to correction (4 Required):
2. 8-Hour approach volume on major street (240 VPH Required):
3. 8-Hour approach volume on minor street (160 VPH Required):

Two

442 VPH

220 VPH

No

Yes

Yes

Note: The Warrants are from the (National) Manual on Uniform Traffic Control Devices (MUTCD), published by the U.S. Department of Transportation (DOT) and Federal Highway Administration (FHWA).

MULTI-WAY STOP SIGN WARRANTS

Intersection: South D Street & 6th Avenue West
 Major Street: South D Street

Date of Study: 2/13/2013
 Minor Street: 6th Avenue West

GG. Traffic Control Signal Warrant:

Where traffic control signals are justified, then the multi-way stop is an interim measure until traffic control signals are installed.

Meets Warrant?

1. Traffic Control Signal is **NOT** Justified **N/A**

HH. Crash History Warrant:

Five or more reported crashes in a 12 month period of the type correctable by an all-way stop control.

Meets Warrant?

- | | | |
|---|-------------|------------------|
| 1. Twelve month period studied: | <u>2011</u> | |
| 2. Total number of reported collisions: | <u>One</u> | |
| 3. Number of collisions susceptible to correction (5 Required): | <u>One</u> | <u>No</u> |

II. Minimum Volume Warrant:

1. The volume entering the intersection from both major street approaches averages at least 300 vehicles per hour (VPH) for any 8 hours of an average day; **AND**
2. The combined vehicular, pedestrian, and bicycle volume entering from both minor street approaches averages at least 200 vehicles per hour (VPH) for the same 8 hours, with an average delay to minor street traffic of at least 30 seconds per vehicle during the highest hour; **BUT**
3. If the 85th percentile approach speed of the major street traffic exceeds 40 mph, the minimum volume warrants are 70% of the required values.

Meets Warrant?

- | | | |
|---|----------------|------------------|
| 1. 8-Hour approach volume on major street (300 VPH Required): | <u>198 VPH</u> | <u>No</u> |
| 2. 8-Hour approach volume on minor street (200 VPH Required): | <u>62 VPH</u> | <u>No</u> |
| 3. 85 th percentile speed on major street (40 MPH Required): | <u>25 mph</u> | <u>No</u> |

JJ. Reduced Warrant:

If no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80% of the minimum values. Criterion C.3 is excluded from this condition.

Meets Warrant?

- | | | |
|---|----------------|------------------|
| 1. Number of collisions susceptible to correction (4 Required): | <u>One</u> | <u>No</u> |
| 2. 8-Hour approach volume on major street (240 VPH Required): | <u>198 VPH</u> | <u>No</u> |
| 3. 8-Hour approach volume on minor street (160 VPH Required): | <u>62 VPH</u> | <u>No</u> |

Note: The Warrants are from the (National) Manual on Uniform Traffic Control Devices (MUTCD), published by the U.S. Department of Transportation (DOT) and Federal Highway Administration (FHWA).

MULTI-WAY STOP SIGN WARRANTS

Intersection: North 3rd Street & K Avenue East
 Major Street: North 3rd Street

Date of Study: 9/19-20/2012
 Minor Street: K Avenue East

KK. Traffic Control Signal Warrant:

Where traffic control signals are justified, then the multi-way stop is an interim measure until traffic control signals are installed.

Meets Warrant?

1. Traffic Control Signal is **NOT** Justified **N/A**

LL. Crash History Warrant:

Five or more reported crashes in a 12 month period of the type correctable by an all-way stop control.

Meets Warrant?

- | | | |
|---|-------------|------------------|
| 1. Twelve month period studied: | <u>2011</u> | |
| 2. Total number of reported collisions: | <u>None</u> | |
| 3. Number of collisions susceptible to correction (5 Required): | <u>None</u> | <u>No</u> |

MM. Minimum Volume Warrant:

1. The volume entering the intersection from both major street approaches averages at least 300 vehicles per hour (VPH) for any 8 hours of an average day; **AND**
2. The combined vehicular, pedestrian, and bicycle volume entering from both minor street approaches averages at least 200 vehicles per hour (VPH) for the same 8 hours, with an average delay to minor street traffic of at least 30 seconds per vehicle during the highest hour; **BUT**
3. If the 85th percentile approach speed of the major street traffic exceeds 40 mph, the minimum volume warrants are 70% of the required values.

Meets Warrant?

- | | | |
|---|----------------|-------------------|
| 1. 8-Hour approach volume on major street (300 VPH Required): | <u>341 VPH</u> | <u>Yes</u> |
| 2. 8-Hour approach volume on minor street (200 VPH Required): | <u>211 VPH</u> | <u>Yes</u> |
| 3. 85 th percentile speed on major street (40 MPH Required): | <u>25 mph</u> | <u>No</u> |

NN. Reduced Warrant:

If no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80% of the minimum values. Criterion C.3 is excluded from this condition.

Meets Warrant?

- | | | |
|---|----------------|-------------------|
| 1. Number of collisions susceptible to correction (4 Required): | <u>None</u> | <u>No</u> |
| 2. 8-Hour approach volume on major street (240 VPH Required): | <u>341 VPH</u> | <u>Yes</u> |
| 3. 8-Hour approach volume on minor street (160 VPH Required): | <u>211 VPH</u> | <u>Yes</u> |

Note: The Warrants are from the (National) Manual on Uniform Traffic Control Devices (MUTCD), published by the U.S. Department of Transportation (DOT) and Federal Highway Administration (FHWA).

MULTI-WAY STOP SIGN WARRANTS

Intersection: North 3rd Street & C Avenue East
 Major Street: C Avenue East

Date of Study: 2/14/2013
 Minor Street: North 3rd Street

OO. Traffic Control Signal Warrant:

Where traffic control signals are justified, then the multi-way stop is an interim measure until traffic control signals are installed.

Meets Warrant?

1. Traffic Control Signal is **NOT** Justified **N/A**

PP. Crash History Warrant:

Five or more reported crashes in a 12 month period of the type correctable by an all-way stop control.

Meets Warrant?

- | | | |
|---|-------------|------------------|
| 1. Twelve month period studied: | <u>2011</u> | |
| 2. Total number of reported collisions: | <u>Four</u> | |
| 3. Number of collisions susceptible to correction (5 Required): | <u>Two</u> | <u>No</u> |

QQ. Minimum Volume Warrant:

1. The volume entering the intersection from both major street approaches averages at least 300 vehicles per hour (VPH) for any 8 hours of an average day; **AND**
2. The combined vehicular, pedestrian, and bicycle volume entering from both minor street approaches averages at least 200 vehicles per hour (VPH) for the same 8 hours, with an average delay to minor street traffic of at least 30 seconds per vehicle during the highest hour; **BUT**
3. If the 85th percentile approach speed of the major street traffic exceeds 40 mph, the minimum volume warrants are 70% of the required values.

Meets Warrant?

- | | | |
|---|----------------|-------------------|
| 1. 8-Hour approach volume on major street (300 VPH Required): | <u>251 VPH</u> | <u>No</u> |
| 2. 8-Hour approach volume on minor street (200 VPH Required): | <u>233 VPH</u> | <u>Yes</u> |
| 3. 85 th percentile speed on major street (40 MPH Required): | <u>25 mph</u> | <u>No</u> |

RR. Reduced Warrant:

If no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80% of the minimum values. Criterion C.3 is excluded from this condition.

Meets Warrant?

- | | | |
|---|----------------|-------------------|
| 1. Number of collisions susceptible to correction (4 Required): | <u>Two</u> | <u>No</u> |
| 2. 8-Hour approach volume on major street (240 VPH Required): | <u>251 VPH</u> | <u>Yes</u> |
| 3. 8-Hour approach volume on minor street (160 VPH Required): | <u>233 VPH</u> | <u>Yes</u> |

Note: The Warrants are from the (National) Manual on Uniform Traffic Control Devices (MUTCD), published by the U.S. Department of Transportation (DOT) and Federal Highway Administration (FHWA).

MULTI-WAY STOP SIGN WARRANTS

Intersection: North 3rd Street & B Avenue East
 Major Street: North 3rd Street

Date of Study: 9/18/2012
 Minor Street: B Avenue East

SS. Traffic Control Signal Warrant:

Where traffic control signals are justified, then the multi-way stop is an interim measure until traffic control signals are installed.

Meets Warrant?

1. Traffic Control Signal is **NOT** Justified **N/A**

TT. Crash History Warrant:

Five or more reported crashes in a 12 month period of the type correctable by an all-way stop control.

Meets Warrant?

- | | | |
|---|-------------|------------------|
| 1. Twelve month period studied: | <u>2011</u> | |
| 2. Total number of reported collisions: | <u>None</u> | |
| 3. Number of collisions susceptible to correction (5 Required): | <u>None</u> | <u>No</u> |

UU. Minimum Volume Warrant:

1. The volume entering the intersection from both major street approaches averages at least 300 vehicles per hour (VPH) for any 8 hours of an average day; **AND**
2. The combined vehicular, pedestrian, and bicycle volume entering from both minor street approaches averages at least 200 vehicles per hour (VPH) for the same 8 hours, with an average delay to minor street traffic of at least 30 seconds per vehicle during the highest hour; **BUT**
3. If the 85th percentile approach speed of the major street traffic exceeds 40 mph, the minimum volume warrants are 70% of the required values.

Meets Warrant?

- | | | |
|---|----------------|------------------|
| 1. 8-Hour approach volume on major street (300 VPH Required): | <u>212 VPH</u> | <u>No</u> |
| 2. 8-Hour approach volume on minor street (200 VPH Required): | <u>76 VPH</u> | <u>No</u> |
| 3. 85 th percentile speed on major street (40 MPH Required): | <u>25 mph</u> | <u>No</u> |

VV. Reduced Warrant:

If no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80% of the minimum values. Criterion C.3 is excluded from this condition.

Meets Warrant?

- | | | |
|---|----------------|------------------|
| 1. Number of collisions susceptible to correction (4 Required): | <u>None</u> | <u>No</u> |
| 2. 8-Hour approach volume on major street (240 VPH Required): | <u>212 VPH</u> | <u>No</u> |
| 3. 8-Hour approach volume on minor street (160 VPH Required): | <u>76 VPH</u> | <u>No</u> |

Note: The Warrants are from the (National) Manual on Uniform Traffic Control Devices (MUTCD), published by the U.S. Department of Transportation (DOT) and Federal Highway Administration (FHWA).

MULTI-WAY STOP SIGN WARRANTS

Intersection: South 7th Street & 9th Avenue East
 Major Street: South 7th Street

Date of Study: 10/9-10/2012
 Minor Street: 9th Avenue East

WW. Traffic Control Signal Warrant:

Where traffic control signals are justified, then the multi-way stop is an interim measure until traffic control signals are installed.

Meets Warrant?

1. Traffic Control Signal is **NOT** Justified **N/A**

XX. Crash History Warrant:

Five or more reported crashes in a 12 month period of the type correctable by an all-way stop control.

Meets Warrant?

- | | | |
|---|-------------|------------------|
| 1. Twelve month period studied: | <u>2011</u> | |
| 2. Total number of reported collisions: | <u>None</u> | |
| 3. Number of collisions susceptible to correction (5 Required): | <u>None</u> | <u>No</u> |

YY. Minimum Volume Warrant:

1. The volume entering the intersection from both major street approaches averages at least 300 vehicles per hour (VPH) for any 8 hours of an average day; **AND**
2. The combined vehicular, pedestrian, and bicycle volume entering from both minor street approaches averages at least 200 vehicles per hour (VPH) for the same 8 hours, with an average delay to minor street traffic of at least 30 seconds per vehicle during the highest hour; **BUT**
3. If the 85th percentile approach speed of the major street traffic exceeds 40 mph, the minimum volume warrants are 70% of the required values.

Meets Warrant?

- | | | |
|---|----------------|------------------|
| 1. 8-Hour approach volume on major street (300 VPH Required): | <u>123 VPH</u> | <u>No</u> |
| 2. 8-Hour approach volume on minor street (200 VPH Required): | <u>78 VPH</u> | <u>No</u> |
| 3. 85 th percentile speed on major street (40 MPH Required): | <u>25 mph</u> | <u>No</u> |

ZZ. Reduced Warrant:

If no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80% of the minimum values. Criterion C.3 is excluded from this condition.

Meets Warrant?

- | | | |
|---|----------------|------------------|
| 1. Number of collisions susceptible to correction (4 Required): | <u>None</u> | <u>No</u> |
| 2. 8-Hour approach volume on major street (240 VPH Required): | <u>123 VPH</u> | <u>No</u> |
| 3. 8-Hour approach volume on minor street (160 VPH Required): | <u>78 VPH</u> | <u>No</u> |

Note: The Warrants are from the (National) Manual on Uniform Traffic Control Devices (MUTCD), published by the U.S. Department of Transportation (DOT) and Federal Highway Administration (FHWA).

MULTI-WAY STOP SIGN WARRANTS

Intersection: North 9th Street & C Avenue East
 Major Street: C Avenue East

Date of Study: 10/2/2012
 Minor Street: North 9th Street

AAA. Traffic Control Signal Warrant:

Where traffic control signals are justified, then the multi-way stop is an interim measure until traffic control signals are installed.

Meets Warrant?

1. Traffic Control Signal is **NOT** Justified **N/A**

BBB. Crash History Warrant:

Five or more reported crashes in a 12 month period of the type correctable by an all-way stop control.

Meets Warrant?

- | | | |
|---|-------------|------------------|
| 1. Twelve month period studied: | <u>2011</u> | |
| 2. Total number of reported collisions: | <u>None</u> | |
| 3. Number of collisions susceptible to correction (5 Required): | <u>None</u> | <u>No</u> |

CCC. Minimum Volume Warrant:

1. The volume entering the intersection from both major street approaches averages at least 300 vehicles per hour (VPH) for any 8 hours of an average day; **AND**
2. The combined vehicular, pedestrian, and bicycle volume entering from both minor street approaches averages at least 200 vehicles per hour (VPH) for the same 8 hours, with an average delay to minor street traffic of at least 30 seconds per vehicle during the highest hour; **BUT**
3. If the 85th percentile approach speed of the major street traffic exceeds 40 mph, the minimum volume warrants are 70% of the required values.

Meets Warrant?

- | | | |
|---|----------------|------------------|
| 1. 8-Hour approach volume on major street (300 VPH Required): | <u>205 VPH</u> | <u>No</u> |
| 2. 8-Hour approach volume on minor street (200 VPH Required): | <u>68 VPH</u> | <u>No</u> |
| 3. 85 th percentile speed on major street (40 MPH Required): | <u>25 mph</u> | <u>No</u> |

DDD. Reduced Warrant:

If no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80% of the minimum values. Criterion C.3 is excluded from this condition.

Meets Warrant?

- | | | |
|---|----------------|------------------|
| 1. Number of collisions susceptible to correction (4 Required): | <u>None</u> | <u>No</u> |
| 2. 8-Hour approach volume on major street (240 VPH Required): | <u>205 VPH</u> | <u>No</u> |
| 3. 8-Hour approach volume on minor street (160 VPH Required): | <u>68 VPH</u> | <u>No</u> |

Note: The Warrants are from the (National) Manual on Uniform Traffic Control Devices (MUTCD), published by the U.S. Department of Transportation (DOT) and Federal Highway Administration (FHWA).

MULTI-WAY STOP SIGN WARRANTS

Intersection: North 11th Street & C Avenue East
 Major Street: C Avenue East

Dates of Study: 2/19-20/2013
 Minor Street: North 11th Street

EEE. Traffic Control Signal Warrant:

Where traffic control signals are justified, then the multi-way stop is an interim measure until traffic control signals are installed.

Meets Warrant?

1. Traffic Control Signal is **NOT** Justified **N/A**

FFF. Crash History Warrant:

Five or more reported crashes in a 12 month period of the type correctable by an all-way stop control.

Meets Warrant?

- | | | |
|---|--------------|------------------|
| 1. Twelve month period studied: | <u>2011</u> | |
| 2. Total number of reported collisions: | <u>Three</u> | |
| 3. Number of collisions susceptible to correction (5 Required): | <u>One</u> | <u>No</u> |

GGG. Minimum Volume Warrant:

1. The volume entering the intersection from both major street approaches averages at least 300 vehicles per hour (VPH) for any 8 hours of an average day; **AND**
2. The combined vehicular, pedestrian, and bicycle volume entering from both minor street approaches averages at least 200 vehicles per hour (VPH) for the same 8 hours, with an average delay to minor street traffic of at least 30 seconds per vehicle during the highest hour; **BUT**
3. If the 85th percentile approach speed of the major street traffic exceeds 40 mph, the minimum volume warrants are 70% of the required values.

Meets Warrant?

- | | | |
|---|----------------|-------------------|
| 1. 8-Hour approach volume on major street (300 VPH Required): | <u>220 VPH</u> | <u>No</u> |
| 2. 8-Hour approach volume on minor street (200 VPH Required): | <u>226 VPH</u> | <u>Yes</u> |
| 3. 85 th percentile speed on major street (40 MPH Required): | <u>25 mph</u> | <u>No</u> |

HHH. Reduced Warrant:

If no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80% of the minimum values. Criterion C.3 is excluded from this condition.

Meets Warrant?

- | | | |
|---|----------------|-------------------|
| 1. Number of collisions susceptible to correction (4 Required): | <u>One</u> | <u>No</u> |
| 2. 8-Hour approach volume on major street (240 VPH Required): | <u>220 VPH</u> | <u>No</u> |
| 3. 8-Hour approach volume on minor street (160 VPH Required): | <u>226 VPH</u> | <u>Yes</u> |

Note: The Warrants are from the (National) Manual on Uniform Traffic Control Devices (MUTCD), published by the U.S. Department of Transportation (DOT) and Federal Highway Administration (FHWA).

MULTI-WAY STOP SIGN WARRANTS

Intersection: South 11th Street & 3rd Avenue East
 Major Street: South 11th Street

Date of Study: 10/4/2012
 Minor Street: 3rd Avenue East

III. Traffic Control Signal Warrant:

Where traffic control signals are justified, then the multi-way stop is an interim measure until traffic control signals are installed.

Meets Warrant?

1. Traffic Control Signal is **NOT** Justified **N/A**

JJJ. Crash History Warrant:

Five or more reported crashes in a 12 month period of the type correctable by an all-way stop control.

Meets Warrant?

- | | | |
|---|-------------|------------------|
| 1. Twelve month period studied: | <u>2011</u> | |
| 2. Total number of reported collisions: | <u>None</u> | |
| 3. Number of collisions susceptible to correction (5 Required): | <u>None</u> | <u>No</u> |

KKK. Minimum Volume Warrant:

1. The volume entering the intersection from both major street approaches averages at least 300 vehicles per hour (VPH) for any 8 hours of an average day; **AND**
2. The combined vehicular, pedestrian, and bicycle volume entering from both minor street approaches averages at least 200 vehicles per hour (VPH) for the same 8 hours, with an average delay to minor street traffic of at least 30 seconds per vehicle during the highest hour; **BUT**
3. If the 85th percentile approach speed of the major street traffic exceeds 40 mph, the minimum volume warrants are 70% of the required values.

Meets Warrant?

- | | | |
|---|----------------|------------------|
| 1. 8-Hour approach volume on major street (300 VPH Required): | <u>295 VPH</u> | <u>No</u> |
| 2. 8-Hour approach volume on minor street (200 VPH Required): | <u>130 VPH</u> | <u>No</u> |
| 3. 85 th percentile speed on major street (40 MPH Required): | <u>25 mph</u> | <u>No</u> |

LLL. Reduced Warrant:

If no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80% of the minimum values. Criterion C.3 is excluded from this condition.

Meets Warrant?

- | | | |
|---|----------------|-------------------|
| 1. Number of collisions susceptible to correction (4 Required): | <u>None</u> | <u>No</u> |
| 2. 8-Hour approach volume on major street (240 VPH Required): | <u>295 VPH</u> | <u>Yes</u> |
| 3. 8-Hour approach volume on minor street (160 VPH Required): | <u>130 VPH</u> | <u>No</u> |

Note: The Warrants are from the (National) Manual on Uniform Traffic Control Devices (MUTCD), published by the U.S. Department of Transportation (DOT) and Federal Highway Administration (FHWA).

ORDINANCE NO. _____

AN ORDINANCE AMENDING CHAPTER 10.24 - STOP AND YIELD REQUIREMENTS; AND CHAPTER 10.48 – “PARKING REGULATIONS GENERALLY”, SECTION 10.48.240 – “NO PARKING ZONES”; OF THE CITY CODE OF THE CITY OF OSKALOOSA, IOWA.

BE IT ENACTED by the City Council of the City of Oskaloosa, Iowa:

SECTION 1. SECTION 10.24.010 - - THROUGH STREETS—STOP REQUIRED is hereby deleted in its entirety.

SECTION 2. SECTION 10.24.010 - - THROUGH STREETS—STOP REQUIRED is hereby amended as outlined on the attachment to this ordinance.

SECTION 3. SECTION 10.24.020 - - STOP INTERSECTIONS is amended by adding the following:

98. High Avenue West. Vehicles traveling east and west on High Avenue West shall stop at L Street.
99. H Street. Vehicles traveling north and south on H Street shall stop at High Avenue West.
100. Third Avenue West. Vehicles traveling east and west on Third Avenue West shall stop at South H Street.
101. Sixth Avenue West. Vehicles traveling east and west on Sixth Avenue West shall stop at South D Street.
102. B Avenue East. Vehicles traveling east and west on B Avenue East shall stop at North Third Street.
103. Ninth Avenue East. Vehicles traveling east and west on Ninth Avenue East shall stop at South Seventh Street.
104. North Ninth Street. Vehicles traveling north and south on North Ninth Street shall stop at C Avenue East.
105. North Eleventh Street. Vehicles traveling north and south on North Eleventh Street shall stop at C Avenue East.
106. Third Avenue East. Vehicles traveling east and west on Third Avenue East shall stop at South Eleventh Street.
107. High Avenue West. Vehicles traveling east on High Avenue West shall stop at North A Street.
108. B Avenue West. Vehicles traveling east and west on B Avenue West shall stop at North D Street.

SECTION 4. SECTION 10.24.030 - FOUR-WAY STOP INTERSECTIONS is hereby deleted in its entirety.

SECTION 5. SECTION 10.24.030 - FOUR-WAY STOP INTERSECTIONS is hereby amended as follows:

Every driver of a vehicle shall stop before entering the following designated four-way stop intersections:

1. High Avenue and First Street;
2. First Avenue and First Street;
3. North Third Street and K Avenue;
4. D Street and High Avenue West;
5. South Seventh Street and Fifth Avenue West;

SECTION 6. SECTION 10.24.040 - THREE-WAY STOP INTERSECTIONS is hereby deleted in its entirety.

SECTION 7. SECTION 10.24.040 - THREE-WAY STOP INTERSECTIONS is hereby amended as follows:

Every driver of a vehicle shall stop as required before entering the following three-way stop intersections:

1. Second Avenue West and South B Street. Vehicles approaching the intersection of Second Avenue West and South B Street from the north, south, and east shall stop before entering such intersection;
2. South A Street and High Avenue West. Vehicles approaching the intersection of South A Street and High Avenue West from the north, east, and west shall stop before entering such intersection.

SECTION 8. SECTION 10.48.240 - - NO PARKING ZONES is hereby deleted in its entirety.

SECTION 9. SECTION 10.48.240 - - NO PARKING ZONES is hereby amended as outlined on the attachment to this ordinance.

SECTION 10. SEVERABILITY CLAUSE. If any section, provision, or part of this ordinance shall be adjudged invalid or unconstitutional, such adjudication shall not affect the validity of the ordinance as a whole or any section, provision, or part thereof not adjudged invalid or unconstitutional.

SECTION 11. WHEN EFFECTIVE. This ordinance shall be in effect from and after its final passage, approval, and publication by law.

Passed by the Council the _____ day of _____ 2013, and approved this _____ day of _____ 2013.

David Krutzfeldt , Mayor

ATTEST: _____
Amy Miller, City Clerk

I certify that the foregoing was published as Ordinance No. _____ on the
_____ day of _____ 2013.

Signed _____

Chapter 10.24 - STOP AND YIELD REQUIREMENTS

10.24.005 - Stop and yield requirements—General authorization.

Every driver of a vehicle shall stop, yield, obey official traffic controls and/or follow all traffic rules and regulations that are established by ordinance and/or resolution of the city council.

10.24.010 - Through streets—Stop required.

Every driver of a vehicle shall stop, unless a yield is permitted by this chapter, before entering an intersection with the following designated through streets:

1. ~~4.~~ A Avenue East from west city limits to east city limits;
2. ~~53.~~ B Avenue East from North Market Street to North Third Street;
3. ~~54.~~ B Avenue East from North Third Street to North Ninth Street;
4. ~~20.~~ B Avenue West from A Street to D Street;
5. ~~19.~~ B Avenue West from D Street to H Street;
6. ~~2.~~ C Avenue East from Market Street to ~~North Ninth Street~~ **South Park Avenue;**
3. ~~C Avenue East from North Ninth Street to South Park;~~
7. ~~22.~~ **C Avenue West from D Street to I Street; Seventh Street from A Avenue West to Fifth Avenue West;**
8. ~~21.~~ C Avenue West from Market Street to ~~D~~ I Street;
9. ~~46.~~ College Avenue from Market Street to E Street;
10. ~~16.~~ Eleventh Avenue West from South Market Street to the western city limits;
11. ~~32.~~ Eleventh Street from A Avenue to C Avenue;
12. ~~33.~~ Eleventh Street from C Avenue to J Avenue;
13. ~~9.~~ Eleventh Street from south city limits to Seventeenth Avenue;
14. ~~23.~~ F Avenue West from Market Street to D Street;
15. ~~7.~~ Fifteenth Avenue East from South Market Street to South Eleventh Street;
16. ~~6.~~ First Avenue East from South First Street to South Seventh Street;
17. ~~24.~~ G Avenue West from A Street to I Street;
18. ~~1.~~ Glendale Road from Market Street to the east city limits;
19. ~~5.~~ High Avenue East from First Street to Seventh Street;
20. ~~48.~~ High Avenue East from Seventh Street to Eleventh Street;
21. ~~50.~~ High Avenue West from approximately two hundred sixty feet west of Market Street to B Street;
22. ~~55.~~ High Avenue West from D Street to ~~H~~ L Street;
56. ~~High Avenue West from H Street to L Street.~~
23. ~~12.~~ Market Street from south city limits to north city limits;

Title 10 - VEHICLES AND TRAFFIC

Chapter 10.24 - STOP AND YIELD REQUIREMENTS

- 24.49. Ninth Avenue East from Eleventh Street to Seventeenth Street;
- 25.47. Ninth Avenue East from Second Street to Seventh Street;
- 26.48. Ninth Avenue East from Seventh Street to Eleventh Street;
- 27.35. Ninth Street from Third Avenue to High Avenue;
- 28.25. North D Street from C Avenue to G Avenue;
- 29.26. North E Street from G Avenue to the north city limits;
- 30.27. North I Street from A Avenue to G M Avenue;
- 31.28. North L Street from A Avenue to D Avenue;
- 32.14. North Ninth Street from A Avenue to C Avenue;
- 33.15. North Ninth Street from C Avenue to J Avenue;
- 34.13. North Third Street from C Avenue to K Avenue;
- 35.37. North Third Street from K Avenue to Glendale Road;
- 36.29. Pella Road from D Avenue to west city limits;
- 37.11. Second Street from Fifteenth Avenue to Sixth Avenue;
- 38.36. Second Street from Sixth Avenue to First Avenue;
- 39.8. Seventeenth Street from the south city limits to A Avenue East;
- 40.10. Seventh Street from Fifteenth Avenue to Ninth Fifth Avenue;
- 41.38. Sixth Avenue East from Market Street to South Seventh Street;
- 42.17. Sixth Avenue West from South Market Street to South D Street;
- 43.51. South D Street from High Avenue to Sixth Eleventh Avenue;
- 52. ~~South D Street from Sixth Avenue to Eleventh Avenue;~~
- 44.41. South Eleventh Street from Seventeenth Avenue to Third to A Avenue;
- 42. ~~South Eleventh Street from Third Avenue to A Avenue;~~
- 45.39. South First Street from Third Avenue East to Sixth Avenue East;
- 46.30. South H Street from High Avenue to Third Eleventh Avenue;
- 31. ~~South H Street from Third Avenue to Eleventh Avenue;~~
- 47.43. Third Avenue East from Market Street to Second Street;
- 48.44. Third Avenue East from Second Street to Seventh Street;
- 49.45. Third Avenue East from Seventh Street to Eleventh Street;
- 50.40. Third Avenue East from South Eleventh Street to South Seventeenth Street;
- 51.34. Third Avenue West from D Street to Market Street;

10.48.240 - No parking zones.

No one shall stop, stand or park a vehicle in any specifically designated no parking zones established by ordinance or resolution of the city council, except when necessary to avoid conflict with other traffic or traffic-control signals. The following no parking zones are established:

1. North I on the west side from D Avenue West to M Avenue West;
2. G Avenue West on the south side from North I Street to North D Street;
3. North C Street on the east side from F Avenue West to College Avenue;
4. North D Street on the east side from one-half block south of B Avenue West to G Avenue West;
5. South L Street on both sides from High Avenue to First Avenue;
6. South D Street on both sides from High Avenue to Third Avenue;
7. South D Street on the west side from Third Avenue to Eleventh Avenue;
8. Market Street on the east side from A Avenue to eighty feet south;
9. Sixth Avenue on the north side from Market Street to Seventh Street;
10. South Second on both sides from Sixth Avenue to Ninth Avenue;
11. Ninth Avenue on the north and south sides from Fourth Street to Seventh Street;
12. Fifteenth Avenue on both sides from Market to Eleventh Street;
13. South M Street on the west side from Third Avenue to one hundred fifty feet north of Third Avenue;
14. North K Street on the west side from High Avenue to A Avenue;
15. I Street on the east side from High Avenue to A Avenue;
16. I Street on the west side from Third Avenue to First Avenue;
17. I Street on both sides from sixty feet south of Fifth Avenue to Third Avenue;
18. E Street on the east side from High Avenue to A Avenue;
19. High Avenue on the north side from G Street to H Street;
20. High Avenue on the south side from west city limits to L Street;
21. Second Avenue on the north side from D Street to sixty feet east of B Street;
22. Second Avenue on the south side from A Street to eighty feet east of A Street;
23. ~~Fifth Avenue on the south side from C Street to B Street;~~
24. Ninth Avenue on the north side from Seventh Street to Seventh Avenue;
25. Tenth Avenue on the north side from Seventh Street to sixty feet east of Seventh Street;
26. Thirteenth Avenue on the north side from two hundred feet west of Seventh to Seventh;
27. Seventh Avenue on the north side from two hundred feet west of Eleventh to Eleventh Street;
28. Seventh Avenue on the south side from Ninth Street to Eleventh Street;
29. Second Avenue on the south side from Market Street to sixty feet west of First Street;
30. Rock Island Avenue on the north side from Market Street to First Street;
31. Fourth Street on the west side from High Avenue to A Avenue except from nine a.m. to one p.m. on Sundays;

32. Sixth Street on the east side from sixty feet south of Eighth Avenue to Seventh Avenue;
33. Eighth Avenue on both sides from Fourth Street to Fifth Street;
34. Fifth Street on the west side from Fifteenth Avenue to dead end;
35. Seventh Street on the east side of Fifteenth Avenue to Thirteenth Avenue;
36. Seventh Street on the west side from ~~two hundred feet south of C. & N. W. R. R.~~ to Tenth Avenue **to 465 feet south of Tenth Avenue;**
37. Seventh Street on the east side from **250 feet south of Tenth Avenue** ~~C. & N. W. R. R.~~ to First Avenue;
38. Ninth Street on the west side from Fifth Avenue to Fourth Avenue;
39. South Eleventh Street on both sides from Ninth Avenue to Fifteenth Avenue;
40. Green Street on the east side from H Avenue to L Avenue;
41. D Avenue on the south side from I Street to four hundred feet west of I Street;
42. College Avenue on the north side from Penn Boulevard to C Street;
43. College Avenue on the south side from B Street to Market Street;
44. Gurney Street on the east side from College Avenue to K Avenue;
45. K Avenue on the south side from Gurney Street to Market Street;
46. F Avenue on the south side from A Street to Market Street;
47. K Street on the west side from A Avenue to B Avenue;
48. C Avenue on the north side from Market Street to Eighth Street;
49. Peasley Avenue on the south side from sixty feet west of Third Street to Third Street;
50. Ninth Street on the west side from C Avenue to J Avenue;
51. Seventh Street on the east side from C Avenue to one hundred feet north of C Avenue;
52. Third Avenue on the north side from Market Street to D Street;
53. North Second on the west side from A Avenue East to C Avenue East;
54. South Third Street on the east side from High Avenue to First Avenue except on Sundays and holidays;
55. North Third Street on the west side from A Avenue East to K Avenue East;
56. B Avenue East on the north side from First Street to Second Street;
57. H Avenue East on the north side from Market Street to North First Street;
58. ~~H Avenue East on both sides from North First Street to North Third Street;~~
59. Eleventh Street on both sides from C Avenue East to A Avenue;
60. First Avenue East on the south side from South Seventh to Eleventh Street;
61. Third Avenue East on the south side from South Market to South First;
62. Sixth Avenue West on both sides from South market to South D Street;
63. South Market on both sides from Fifteenth Avenue to Second Avenue;
64. North Market on both sides from A Avenue to Sheriff Avenue;
65. A Avenue on both sides from west city limits to east city limits;
66. North Third Street on the west side from K Avenue to the north city limits;

67. H Street on the west side from G Avenue to M Avenue;
68. B Street on the west side from A Avenue to B Avenue;
69. ~~B Street on the east side from two hundred feet north of D Avenue to F Avenue;~~
70. A Street on the west side from B Avenue to one hundred fifty feet south of B Avenue;
71. B Avenue on the south side from Market Street to First Street;
72. ~~B Avenue on the north side from Sixth Street to Eight Street;~~
73. C Avenue on the south side from Eleventh Street to four hundred feet west of South Park;
74. C Avenue on the south side from Tenth Street to Eleventh Street;
75. M Avenue on the south side from North I Street to North Green Street;
76. North Market Street on the west side from High Avenue to twenty-two feet north;
77. South Market Street on the east side from First Avenue to forty-eight feet south of First Avenue;
78. High Avenue West on the north side from Market Street to thirty feet west;
79. High Avenue East on the south side from Market Street to thirty feet east;
80. High Avenue East on the north side from Market Street to forty feet east;
81. First Avenue West on the south side from Market Street to sixty feet west;
82. First Avenue West on the north side from Market Street to thirty feet west;
83. First Avenue East on the south side from Market Street to thirty feet east;
84. First Avenue East on the north side from Market Street to forty feet east;
85. South Fourth Street on both sides from Eighth Avenue to two hundred feet north;
86. Santa Clara Street on the west side from the Pella Road northward five hundred feet;
87. North Eleventh Street on the east side from C Avenue East to J Avenue East;
88. G Avenue West on the north side from two hundred sixty feet west of North E Street to three hundred sixty feet west of North E Street;
89. Third Avenue West on the north and south sides from Market Street to a point eighty feet west;
90. Third Avenue East on the north and south sides from eighty feet west of South Seventh Street to eighty feet east of South Seventh Street;
91. The east side of the 100 Block of North Third Street from a point sixty-five feet south of A Avenue East to A Avenue East;
92. The east side of the 200 Block of North Third Street from a point sixty-five feet north of A Avenue East to A Avenue East;
93. The west side of the 100 Block of North Market Street from a point forty-five feet south of A Avenue to A Avenue;
94. On either side of High Avenue West from L Street to the west city limits;
95. E Avenue East on the north side from North Eleventh Street to North Twelfth Street;
96. High Avenue West on the south side between points twenty feet east and twenty feet west of a driveway located four hundred ninety feet west of D Street;
97. B Avenue on the south side from Market Street to I Street except on Sundays and holidays from Market Street to B Street;
98. South Third Street on the east side from First Avenue to Sixth Avenue except on Sundays and holidays from First Avenue to Second Avenue;

99. C Avenue West on the north side from Market Street to I Street;
100. B Avenue East on the north side from Market Street to the alley east of Market Street;
101. South Second Street on the east side from Second Avenue to Sixth Avenue;
102. Third Avenue East on both sides from Seventh to Eleventh Streets;
103. C Avenue West on both sides from I to L Streets;
104. Second Avenue West on the south side from B Street to eighty feet east of B Street;
105. Third Avenue on the north side from A Street to Seventh Street;
106. Third Avenue on the north side from Eleventh Street to Hope Street;
107. Seventh Street on the east side from A Avenue to High Avenue;
108. North L Street on both sides from High Avenue to A Avenue;
109. South C Street on both sides from First Avenue to High Avenue;
110. ~~North B Street on both sides from High Avenue to A Avenue;~~
111. High Avenue West on both sides from two hundred sixty feet west of Market Street to D Street;
112. Eleventh Avenue West on both sides from Market Street to M Street;
113. North Third Street on the east side from one hundred feet north of Peasley Avenue to seven hundred twenty feet north of Peasley Avenue;
114. South D Street on the east side from one hundred feet north of Eighth Avenue to one hundred feet south of Eighth Avenue;
115. North B Street on the east side from A Avenue to one hundred feet north of A Avenue on Monday through Saturday from nine a.m. to four p.m.;
116. South A Street on the west side from one hundred thirty-six feet south at Second Avenue to Third Avenue;
117. North Third Street on the east side forty feet either side of E Avenue East;
118. Ninth Avenue East on both sides from Market Street to First Street;
119. Seventeenth Street on both sides from A Avenue to three hundred feet south of Ninth Avenue;
120. North First Street on the west side from B Avenue to K Avenue;
121. South Eighteenth Street on the west side from Ninth Avenue to the Burlington Road;
122. Ninth Avenue East on the south side from Second Street to Fourth Street;
123. North Fifth Street on the west side from B Avenue to E Avenue;
124. Sixth Avenue West on the north side from D Street to H Street;
125. H Street on the east side from A Avenue to Sixth Avenue;
126. Twelfth Street on the west side from E Avenue to F Avenue;
127. Fourth Street on the west side from A Avenue to B Avenue;
128. M Street on the west side from Third Avenue to Ninth Avenue and also on the east side from Third Avenue to six hundred feet south of Third Avenue;
129. South F Street on the west side from the Edmundson Park swimming pool entrance to the south city limits, a distance of approximately seven hundred fifty feet;
130. South F Street on the east side from the Edmundson Park swimming pool entrance to the south city limits, a distance of approximately one hundred feet;

131. North Third Street on the east side from Sheriff Avenue to Glendale Road;
 132. Sheriff Avenue on the north side from Third Street to Kemble Street;
 133. Eleventh Street on both sides from A Avenue to Ninth Avenue;
 134. South First Street on the west side from sixty feet north of the centerline of Second Avenue to one hundred thirty-three feet north of the centerline of Second Avenue;
 135. Fourth Street on the east side from two hundred feet south of Eight Avenue to Ninth Avenue;
 136. Fourth Street on the west side from Eighth Avenue to Ninth Avenue;
 137. South Third Street on the east side from Sixth Avenue to the south side of Rock Island Avenue;
 138. Rock Island Avenue on the south side from a point one hundred twenty feet east of South Second Street east to the dead end;
 139. Orchard Avenue on the south side from Green Street to the roundabout;
 140. Orchard Avenue on the north side from Santa Clara Street to the roundabout;
 141. High Avenue West on the north side from H Street to L Street;
 142. North Third Street on the east side from a point two hundred and fifteen feet north of C Avenue to a point three hundred and twenty-five feet north of C Avenue;
 143. Fox Run Drive on both sides from Seventh Street to four hundred fifty feet southwesterly of Seventh Street;
 144. North Third Street on the east side from C Avenue to a point fifty feet north of C Avenue.
 145. North side of B Avenue West at the following locations:
 1. Fifty feet at westbound approach leg of B Ave West and North G Street intersection.
 2. Ten feet on both sides of north-south alley and driveway adjacent to 711 B Ave West.
 146. From 8:00 a.m. to 3:30 p.m. along the east side of Gurney Street from Trueblood Avenue to Rosenberger Avenue.
 147. Along both sides of North Green Street from M Avenue West to two thousand nine hundred and fifty feet north of M Avenue West.
 148. Along the north side of E Avenue East from North 3rd Street to North 4th Street.
 149. Along the east side of N 12th Street between E Avenue East and F Avenue East.
 150. Fifty feet north and south of Third Avenue West on the east side of South M Street.
 151. Fifty feet east and west of H Street on the south side of High Avenue West.
 152. Fifty feet north and south of Third Avenue West on the west side of South H Street.
 153. Fifty feet north and south of G Avenue West on the east side of North I Street.
 154. Fifty feet east and west of North D Street on the south side of C Avenue West.
 155. Fifty feet north and south of B Avenue West on the west side of North D Street.
 156. Fifty feet north and south of Sixth Avenue West on the east side of South D Street.
 157. Fifty feet north and south of B Avenue East on the east side of North Third Street.
 158. Fifty feet east and west of North Ninth Street on both sides of C Avenue East.
 159. Fifty feet north and south of Ninth Avenue East on the west side of South Seventh Street.
- (Ord. No. 1279, § 2, 12-21-2009; Ord. No. 1298, § 1, 1-3-2011; Ord. No. 1318, § 1, 1-3-2012; Ord. No. 1319, § 1, 4-16-2012; Ord. No. 1320, § 1, 6-4-2012; Ord. No. 1329, § 1, 11-5-2012)



CITY COUNCIL COMMUNICATION

MEETING DATE: April 15, 2013

REQUESTED BY: Public Works Department,
Engineering Division

ITEM TITLE:

Consider a resolution to establish pedestrian crosswalks within the City of Oskaloosa.

EXPLANATION:

City staff has conducted a survey of all marked crosswalks within city limits. Each crosswalk was evaluated for public safety and usefulness. Majority of the existing crosswalk will be adopted as a part of this resolution except the ones that used to serve old schools and serve as a golf cart crossing. The recommended crosswalk locations are listed in the resolution and shown on the crosswalk location map.

The school pedestrian crossings are also included in this resolution. Appropriate signage will be required at all school crossing locations.

BUDGET CONSIDERATION:

There will be minimal impact to the City Budget for the installation or removal of these traffic control signs.

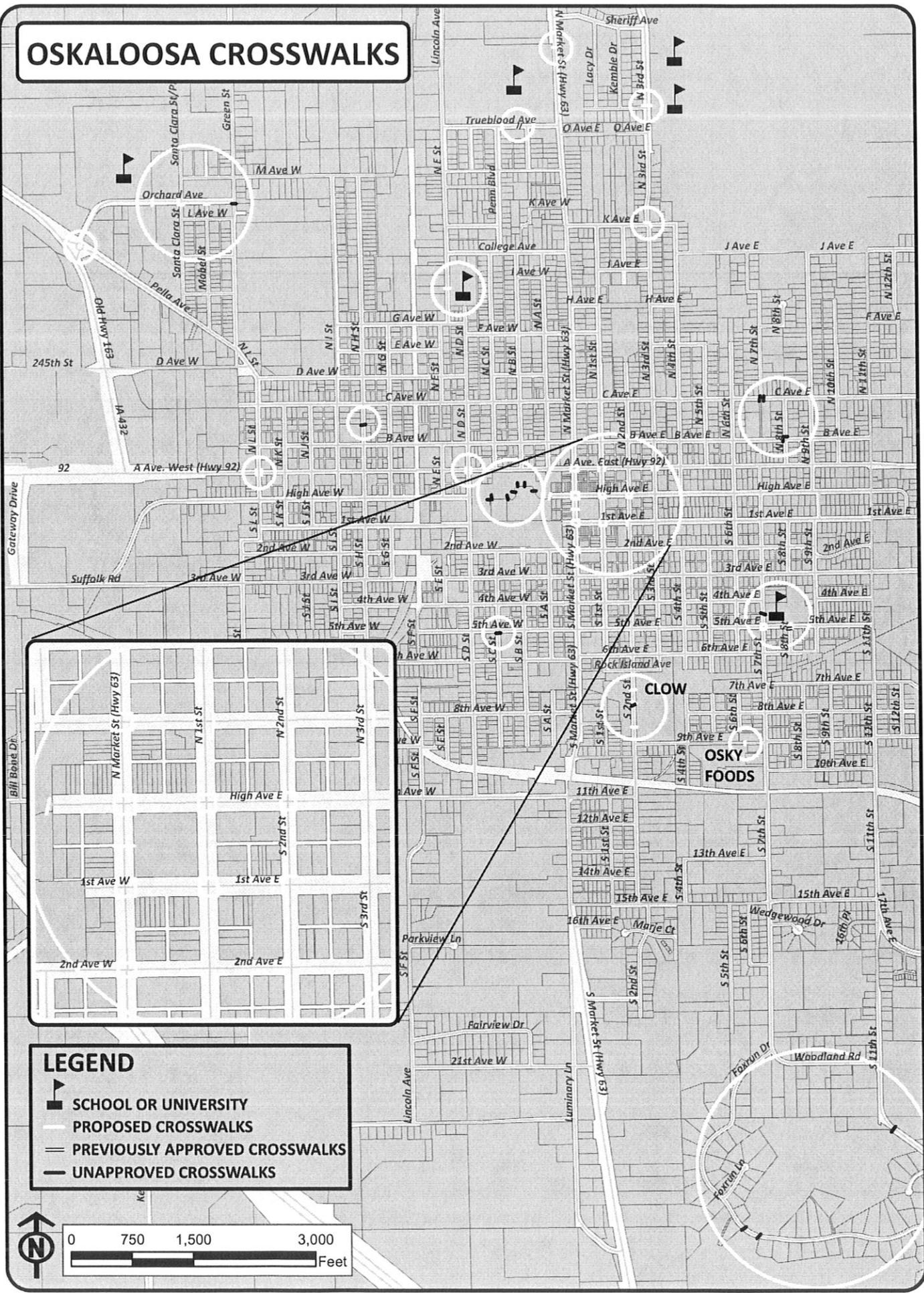
RECOMMENDED ACTION:

Approve and adopt ordinance.

ATTACHMENTS:

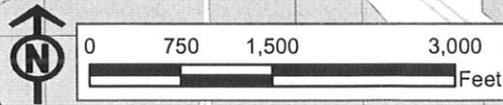
Location Map and Resolution.

OSKALOOSA CROSSWALKS



LEGEND

-  SCHOOL OR UNIVERSITY
-  PROPOSED CROSSWALKS
-  PREVIOUSLY APPROVED CROSSWALKS
-  UNAPPROVED CROSSWALKS



RESOLUTION NO. _____

RESOLUTION ESTABLISHING PEDESTRIAN CROSSWALKS AT
VARIOUS LOCATIONS WITHIN THE CITY OF OSKALOOSA

WHEREAS, city staff has conducted a survey of all existing crosswalks within the city of Oskaloosa, Iowa, and;

WHEREAS, the City Council feels that the crosswalk locations serve the public need and are reasonable.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Oskaloosa, Iowa, that pedestrian crosswalks be established at the following locations:

- a) Crossing South Second Street approximately 200 feet north of the centerline of Ninth Avenue East
- b) Crossing South Second Street approximately 235 feet south of the centerline of Rock Island Avenue
- c) Crossing South Second Street beginning on the east side of South Second Street approximately 400 feet south of the centerline of Rock Island Avenue and commencing to the northwest
- d) Crossing Ninth Avenue East approximately 250 feet west of the centerline of South Seventh Street
- e) On all four sides of the intersection of South Seventh Street and Fifth Avenue East
- f) On the east side of the intersection of Fifth Avenue East and South Eighth Street
- g) On the north and east sides of the intersection of North Third Street and K Avenue East
- h) On the north side of the intersection of North Third Street and Peasley Avenue
- i) On the east and west sides of the intersection of A Avenue West and North D Street
- j) On the east and west sides of the intersection of A Avenue West and North L Street
- k) Crossing North Market Street approximately 370 feet south of the centerline of Sheriff Avenue
- l) On the south side of the intersection of Orchard Avenue and Mabel Street
- m) On the south and west sides of the intersection of Orchard Avenue and Santa Clara Street
- n) Crossing Orchard Avenue approximately 350 feet west of the centerline of Santa Clara Street

- o) Crossing Orchard Avenue and Pella Avenue at the roundabout intersection of Highway 432, Orchard Avenue, and Pella Avenue
- p) On the east and west sides of the intersection of A Avenue East and North Third Street
- q) On the east and west sides of the intersection of A Avenue East and North First Street
- r) On all four sides of the intersection of A Avenue and North Market Street
- s) On all four sides of the intersection of High Avenue East and Second Street
- t) On the north and west sides of the intersection of First Avenue East and South Second Street
- u) On all four sides of the intersection of First Avenue East and South First Street
- v) On all four sides of the intersection of High Avenue East and First Street
- w) On all four sides of the intersection of South Market Street and Second Avenue
- x) On all four sides of the intersection of South Market Street and First Avenue
- y) Crossing South Market Street approximately 160 feet north of the centerline of First Avenue
- z) On all four sides of the intersection of Market Street and High Avenue
- aa) Crossing North E Street approximately 425 feet south of the centerline of College Avenue
- bb) On the west side of the intersection of High Avenue West and South A Street

PASSED AND APPROVED THIS _____ day of April, 2013.

David Krutzfeldt, Mayor

ATTEST: _____
Amy Miller, City Clerk

OSKALOOSA
IOWA



CITY COUNCIL COMMUNICATION

MEETING DATE: April 15, 2013

REQUESTED BY: Public Works Department,
Engineering Division

ITEM TITLE:

Consider a resolution approving the contract and bond for the South 7th Street (A Avenue to 6th Avenue) Pavement Rehabilitation Project to Norris Asphalt Paving Co. in an amount not to exceed \$383,240.00.

EXPLANATION:

Norris Asphalt Paving Co. provided the city with the construction contracts and bonds for the South 7th Street Pavement Rehabilitation Project which has been executed by the contractor. This resolution authorizes and directs the Mayor and City Clerk to execute the contract and bond.

The scope of this project includes asphalt overlay, new concrete curb & gutter sections, new ADA accessible sidewalk ramp reconstruction, new on-street parking bays, sidewalk and driveway pavement replacement, and alley approach improvements. If the project is awarded, construction work is proposed to commence mid April to early May depending on the weather. The anticipated work completion time is 50 working days. The low bidder for this project was Norris Asphalt Paving Co., with a total bid of \$383,240.00. This low bid is within budget estimates.

BUDGET CONSIDERATION:

The project is specifically budgeted in the FY 2013 Budget in the amount of \$400,000. Funding for the project will come from Local Option Sales Tax.

RECOMMENDED ACTION:

Staff recommends approving the contract and bond for the South 7th Street Pavement Rehabilitation Project to Norris Asphalt Paving Co. in the amount of \$383,240.00.

ATTACHMENTS:

Resolution, Bid tabulation, Contract and Bond documents.

RESOLUTION NO. _____

A RESOLUTION APPROVING CONTRACT AND BOND FOR THE SOUTH 7TH STREET (A AVENUE TO 6TH AVENUE) PAVEMENT REHABILITATION PROJECT TO NORRIS ASPHALT PAVING CO. IN THE AMOUNT OF \$383,240.00.

WHEREAS, the City Council of the City of Oskaloosa, Iowa, has heretofore deemed it necessary and desirable for improvements on South 7th Street Pavement Rehabilitation Project, (will be known as the "Project"); and

WHEREAS, the Oskaloosa City Council has authorized the award of contract to Norris Asphalt Paving Co. on the Project, and

WHEREAS, the contract has been duly executed by the contractor and is accompanied by an appropriate bond; and

NOW, THEREFORE, BE IT RESOLVED by the City Council-of Oskaloosa, Iowa as follows:

Section 1. That the contract referred to in the preamble hereof between this City and Norris Asphalt Paving Co. dated April 9, 2013 in the amount of \$383,240.00 be and the same is hereby approved.

Section 2. That the performance bond accompanying said contract wherein Norris Asphalt Paving Co. appears as principal and Merchants Bonding Company of Des Moines, Iowa, as surety, in like amount, be and the same is hereby approved.

BE IT FURTHER RESOLVED, that the Mayor and City Clerk are hereby authorized and directed to execute the contract and bond for the Project.

PASSED AND APPROVED this _____ day of April, 2013.

David Krutzfeldt, Mayor

ATTEST:

Amy Miller, City Clerk

SOUTH 7TH STREET PAVEMENT REHABILITATION PROJECT

BID SUMMARY SHEET

BIDS RECEIVED: 10:00 AM on Monday, March 25, 2013

		ENGINEER'S OPINION OF COST		NORRIS ASPHALT PAVING CO. 14242 TERMINAL AVENUE OTTUMWA, IA 52501 (641)682-3427 FAX:(641)682-7981				
Item	No.	Description	Unit	Estimated Quantity	Unit Price	Total Cost	Unit Price	Total Cost
1	1090-105-D	Mobilization	LS	N/A	N/A	\$10,000.00	N/A	\$9,000.00
2	N/A	Staking	LS	N/A	N/A	\$6,000.00	N/A	\$6,000.00
3	2010-108-E-0	Excavation - Class 10, 12, or 13	CY	1000	\$10.00	\$10,000.00	\$12.50	\$12,500.00
4	2010-108-I-0	Subbase, Granular	SY	2250	\$10.00	\$22,500.00	\$7.80	\$17,550.00
5	7010-108-A-0	PCC Pavement, 9" Thick	SY	200	\$50.00	\$10,000.00	\$45.00	\$9,000.00
6	7010-108-E-0	2' Curb and Gutter	LF	3750	\$20.00	\$75,000.00	\$19.60	\$73,500.00
7	7020-108-A-0	HMA Overlay, 1M ESAL, 1" Leveling Coarse, 1.5" Surface Coarse	TON	1150	\$110.00	\$126,500.00	\$104.80	\$120,520.00
8	7020-108-H-0	HMA Pavement Samples and Testing	LS	N/A	N/A	\$2,000.00	N/A	\$1,000.00
9	7030-108-A-0	Driveway Removal	SY	285	\$5.00	\$1,425.00	\$9.00	\$2,565.00
10	7030-108-A-0	Sidewalk Removal	SY	565	\$5.00	\$2,825.00	\$9.00	\$5,085.00
11	7030-108-B-0	Curb Removal	LF	3400	\$5.00	\$17,000.00	\$4.80	\$16,320.00
12	7030-108-E-0	PCC Sidewalk, 4" Thick	SY	300	\$35.00	\$10,500.00	\$33.00	\$9,900.00
13	7030-108-E-0	PCC Sidewalk Ramp, 6" Thick	SY	265	\$45.00	\$11,925.00	\$41.00	\$10,865.00
14	7030-108-G-0	Detectable Warnings (4' x 2' Panels)	EA	56	\$200.00	\$11,200.00	\$250.00	\$14,000.00
15	7030-108-H-1	PCC Paved Driveway, 6" Thick	SY	315	\$45.00	\$14,175.00	\$41.00	\$12,915.00
16	7030-108-H-2	Driveway, Granular	TON	20	\$30.00	\$600.00	\$25.00	\$500.00
17	7040-108-G-0	Pavement Milling	SY	7650	\$6.00	\$45,900.00	\$5.00	\$38,250.00
18	9010-108-A-0	Conventional Seeding, Fertilizing, and Mulching	AC	1.5	\$3,000.00	\$4,500.00	\$4,000.00	\$6,000.00
19	N/A	Traffic Control	LS	N/A	N/A	\$5,000.00	N/A	\$12,270.00
20	N/A	Water Valve Adjustments	EA	18	\$300.00	\$5,400.00	\$250.00	\$4,500.00
21	N/A	Manhole Adjustments	EA	1	\$700.00	\$700.00	\$1,000.00	\$1,000.00
Base Bid Total:						\$393,150.00		\$383,240.00
ALTERNATE BID								
22	2010-108-C-0	Clearing and Grubbing	LS	N/A	N/A	\$3,000.00	\$2,500.00	\$2,500.00
23	2010-108-E-0	Excavation - Class 10, 12, or 13	CY	25	\$20.00	\$500.00	\$12.50	\$312.50
24	2010-108-I-0	Subbase, Granular	SY	100	\$10.00	\$1,000.00	\$7.80	\$780.00
25	7010-108-A-0	PCC Pavement, 7" Thick	SY	55	\$45.00	\$2,475.00	\$44.00	\$2,420.00
26	7010-108-E-0	2' Curb and Gutter	LF	100	\$20.00	\$2,000.00	\$19.60	\$1,960.00
27	7030-108-A-0	Sidewalk Removal	SY	55	\$5.00	\$275.00	\$9.00	\$495.00
28	7030-108-E-0	PCC Sidewalk, 4" Thick	SY	55	\$35.00	\$1,925.00	\$33.00	\$1,815.00
29	9010-108-A-0	Conventional Seeding, Fertilizing, and Mulching	AC	0.25	\$3,000.00	\$750.00	\$4,000.00	\$1,000.00
Total Alternate Bid:						\$11,925.00		\$11,282.50
TOTAL BASE BID & ALTERNATE BID:						\$405,075.00		\$394,522.50

AGREEMENT

THIS agreement made the 9 day of April in the year Two Thousand Thirteen by and between Norris Asphalt Paving Co., hereinafter called the Contractor, and the City of Oskaloosa, Iowa, hereinafter called the City.

WITNESSETH, that the Contractor and the City for the considerations hereinafter named agree as follows:

Article 1. SCOPE OF WORK. The Contractor shall furnish all the material, superintendence, labor, and equipment unless otherwise specified and shall defray such other costs as are necessary to complete in a workmanlike manner to the satisfaction and acceptance of the City Engineer, of the City of Oskaloosa, the work required by the Contract Documents, as listed in Article 6 of this Agreement, the General Conditions of the Contract, the Specifications, and the Drawings.

Article 2. TIME OF COMPLETION. The work to be performed under this contract shall be carried on regularly and uninterruptedly (unless the said Engineer or City shall otherwise in writing especially direct) with such force as to insure the full completion within the time specified in the Advertisement. If the Contractor shall fail to complete the work in the time above specified, or with such further time as in accordance with the provisions of these Contract Documents shall be fixed or allowed for such completion, the sum of \$600.00 per day for each and every calendar day thereafter until such completion, shall be deducted from the sum due him under this contract as liquidated damages. In view of the difficulty of estimating such damages, the sum of \$600.00 per day is hereby agreed upon, fixed, and determined by the parties to this contract as the amount of the damages that the City will sustain by reason of default, and not by way of penalty. Such liquidated damages are intended as compensation for delay only and the retention or recovery of such actual damages by the City shall not prevent the recovery of other actual damage sustained by the City or constitute a defense to any action brought by the City based on alleged breach of contract or to compel specific performance of the contract or in any way affect the terms, conditions, or liability of the performance bonds to be furnished by the Contractor.

Article 3. THE CONTRACT SUM. In consideration of the completion of the work described herein and the fulfillment of all stipulations of this Contract, subject to additions and deductions provided therein, the City shall pay to the Contractor the amount due him, based on prices contained hereinbefore under the heading PROPOSAL.

Article 4. PROGRESS PAYMENTS. The City shall make partial payments to the Contractor on the basis of a duly certified approved estimate of value, by the Engineer, based on the Contract prices, of labor and materials incorporated in the work and of timely materials suitably stored at the site thereof up to the twentieth day of that month, less the aggregate of previous payments. The City will retain five (5) percent of the amount of each

such estimate, or such other percentage as may be deemed advisable by the Engineer, until final completion and acceptance of all work covered by the Contract.

Article 5. ACCEPTANCE AND FINAL PAYMENT. The work called for under this Contract shall be subject to review and final inspection. Upon receipt of written notice that the work is ready for final inspection and acceptance, the Engineer shall promptly make such inspection, and when he finds the work acceptable under the Contract and the Contract fully performed he shall promptly issue a final certificate, over his own signature, stating that the work provided for in this Contract has been completed and is accepted by him under the terms and conditions thereof, and the entire balance found to be due the Contractor, including the retained percentage, shall be paid to the Contractor not sooner than thirty (30) days after the date of said final certificate. At the time he requests a final certificate, the Contractor shall submit an affidavit to the Engineer that all payrolls, material bills, and other indebtedness connected with the work have been paid.

Article 6. THE CONTRACT DOCUMENTS. Each of the documents listed below and all modifications thereof incorporated in the documents before their execution shall form the Contract, and they are as fully a part of the Contract as if hereto attached or herein repeated.

Notice of Public Hearing and Letting
Information for Bidders
Proposal
Agreement
Performance Bond
Notice of Award
Notice to Proceed
General Conditions
Special Conditions:
 Hot Mix Asphalt Construction
 Misc. Work Assoc. with P.C.C. & Asphalt Pavements
Plans Entitled "South 7th Street (A Avenue to 6th Avenue) Pavement Rehabilitation Project"

The above components are complementary and what is called for by one shall be as binding as if called for by all.

SUCCESSORS AND ASSIGNS. This Agreement and all of the covenants hereof shall inure to the benefits of and be binding upon the Owner and the Contractor respectively and his partners, successors, assigns, and legal representatives.

Neither the Owner nor the Contractor shall have the right to assign, transfer, or sublet his interest or obligations hereinunder without written consent of the other party.

IN WITNESS WHEREOF the parties have made and executed this Agreement, the day and year first above written.

NORRIS ASPHALT PAVING CO.
CONTRACTOR

CITY OF OSKALOOSA
OWNER

Brady D Miller
BY

BY

Pres.
TITLE

TITLE

Lori Walker
ATTEST

ATTEST

PERFORMANCE BOND

Bond No. IAC 66039

KNOW ALL MEN BY THESE PRESENTS:

That we, Norris Asphalt Paving Co. of Ottumwa, IA (hereinafter called the Principal) and Merchants Bonding Company (Mutual) (hereinafter called the Surety) are held firmly bound unto the City of Oskaloosa, Iowa (hereinafter called the Obligee) in the penal sum of Three Hundred Eighty Three Thousand Two Hundred Forty and 00/100 Dollars (\$383,240.00), lawful money of the United States, to the payment of which sum, well and truly to be made, the Principal herein firmly binds himself (themselves), their heirs, executor, and administrators, and the said Surety binds themselves, their successors, assign, executors, and administrators, jointly and severally, firmly by these presents.

THE CONDITION OF THIS OBLIGATION IS SUCH, THAT whereas the above bounded Principal, did on the 9 day of April, 2013, enter into a written contract with the City of Oskaloosa, Iowa to construct the 2013 Street Improvements Project, Asphalt Program.

NOTE: THIS BOND TO REMAIN IN FULL FORCE AND EFFECT AS A GUARANTEE AGAINST DEFECTIVE WORKMANSHIP AND MATERIALS FOR A PERIOD OF TWO (2) YEARS FROM DATE OF COMPLETION AND ACCEPTANCE BY THE OWNER.

Copy of which contract, together with all of its terms, covenants, conditions, and stipulations is incorporated herein and made a part hereof as fully and completely as if said contract were recited at length herein and,

Whereas, the principal and sureties on this bond hereby agree to pay all persons, firms, or corporations having contracts directly with the principal or with subcontractors, all just claims due them for labor performed or materials furnished in the performance of the contract on account of which this bond is given, then the same are not satisfied out of the portion of the contract price which the public corporation is required to retain until completion of the public improvement, but the principal and sureties shall not be liable to said persons, firms, or corporations unless the claims of said claimants against said portion of the contract price shall have been established as provided by law.

Now if the principal shall in all respects fulfill his said contract according to the terms and tenor thereof, and shall satisfy all claims and demands incurred for the same; and shall fully indemnify and save harmless the Obligee from all costs and damages which it may suffer by reason of failure to do so and shall fully reimburse and repay the Obligee all outlays and expenses which it may incur in making good any such default, then the obligation is to be void and of no effect; otherwise to remain in full force and effect.

Every surety on this bond shall be deemed and held, any contract to the contrary notwithstanding, to consent without notice:

1. To any extension of time to the contractor in which to perform this contract.
2. To any change in the plans, specifications, or contract, when such change does not involve an increase or more than twenty percent (20%) of the total contract price, and shall then be released only as to such excess increase.
3. That no provision of this bond or of any other contract shall be valid which limits to less than one year from the time of the acceptance of the work the right to sue on this bond for defects in workmanship or material not discovered or known to the Oblige at the time such work was accepted.

IN WITNESS WHEREOF, we have hereunto set our hands and seals this 8th day of April, 2013

Norris Asphalt Paving Co.

Principal

By Buddy D. Williams

Merchants Bonding Company (Mutual)

Surety

By Michael P. Foster

Iowa Resident Licensed
Agent and Attorney-in-
Fact (Attach Power of Attorney)
Michael P. Foster

MERCHANTS
BONDING COMPANY™
POWER OF ATTORNEY
for Company Employees

Bond #: IAC 66039

Know All Persons By These Presents, that MERCHANTS BONDING COMPANY (MUTUAL) and MERCHANTS NATIONAL BONDING, INC., both being corporations duly organized under the laws of the State of Iowa (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint the following company employees, individually,

Michael P. Foster

of **Des Moines** and State of **Iowa** their true and lawful Attorney-in-Fact, with full power and authority hereby conferred in their name, place and stead, to sign, execute, acknowledge and deliver in their behalf as surety any and all bonds, undertakings, recognizances or other written obligations in the nature thereof, subject to the limitation that any such instrument shall not exceed the amount of:

Unlimited

and to bind the Companies thereby as fully and to the same extent as if such bond or undertaking was signed by the duly authorized officers of the Companies, and all the acts of said Attorney-in-Fact, pursuant to the authority herein given, are hereby ratified and confirmed.

This Power-of-Attorney is made and executed pursuant to and by authority of the following By-Laws adopted by the Board of Directors of the Merchants Bonding Company (Mutual) on April 23, 2011 and adopted by the Board of Directors of Merchants National Bonding, Inc., on October 24, 2011.

"The President, Secretary, Treasurer, or any Assistant Treasurer or any Assistant Secretary or any Vice President shall have power and authority to appoint Attorneys-in-Fact, and to authorize them to execute on behalf of the Company, and attach the seal of the Company thereto, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof.

The signature of any authorized officer and the seal of the Company may be affixed by facsimile or electronic transmission to any Power of Attorney or Certification thereof authorizing the execution and delivery of any bond, undertaking, recognizance, or other suretyship obligations of the Company, and such signature and seal when so used shall have the same force and effect as though manually fixed."

In Witness Whereof, the Companies have caused this instrument to be signed and sealed this 1st day of January, 2012.



MERCHANTS BONDING COMPANY (MUTUAL)
MERCHANTS NATIONAL BONDING, INC.

By *Larry Taylor*

President

STATE OF IOWA
COUNTY OF POLK ss.

On this 1st day of January, 2012, before me appeared Larry Taylor, to me personally known, who being by me duly sworn did say that he is President of the MERCHANTS BONDING COMPANY (MUTUAL) and MERCHANTS NATIONAL BONDING, INC.; and that the seals affixed to the foregoing instrument is the Corporate Seals of the Companies; and that the said instrument was signed and sealed in behalf of the Companies by authority of their respective Boards of Directors.

In Testimony Whereof, I have hereunto set my hand and affixed my Official Seal at the City of Des Moines, Iowa, the day and year first above written.



Maranda Greenwalt

Notary Public, Polk County, Iowa

STATE OF IOWA
COUNTY OF POLK ss.

I, William Warner, Jr., Secretary of the MERCHANTS BONDING COMPANY (MUTUAL) and MERCHANTS NATIONAL BONDING, INC., do hereby certify that the above and foregoing is a true and correct copy of the POWER-OF-ATTORNEY executed by said Companies, which is still in full force and effect and has not been amended or revoked.

In Witness Whereof, I have hereunto set my hand and affixed the seal of the Companies on this 8th day of April, 2013.



William Warner Jr.

Secretary

OSKALOOSA
IOWA



CITY COUNCIL COMMUNICATION

MEETING DATE: April 15, 2013

REQUESTED BY: Public Works Department,
Engineering Division

ITEM TITLE:

Consider a resolution amending the scope of improvements for the North Green Street Paving Project in the amount of \$44,463.00 and authorizing the city clerk to issue payment and transfer funds for the improvements.

EXPLANATION:

The initial scope of the North Green Street paving project approved by the City Council on April 16, 2012 included new concrete pavement, driveways, curb and gutter with intakes, storm drains, sidewalks, and water main relocations on North Green Street. Staff is proposing to increase the scope of the work by extending the sidewalk and recreational trail to complete the connection and installing fence in the box culvert of the at-grade separated recreational trail for pedestrian safety.

Staff contacted local contractors to submit quotes for the revised scope on North Green Street. The low quote was Exodus Excavating, as indicated in the attached tabulation of bids, for a total bid of \$40,614.00. Staff contacted Exodus to complete the sidewalk and recreational trail construction project for \$40,000. Gullett Fence Company provided a quote \$4,463.00 to install fences on the box culvert. The received quotes are within our budget estimates.

BUDGET CONSIDERATION:

Funds in the amount of \$55,503 are currently available in the Green Street Project Fund. The following disbursements are also pending for this fund: Retainage of \$19,078 to Cornerstone Excavating and \$18 to Garden and Associates. A transfer of \$8,100 will be needed from General Fund LOST/SAVE reimbursements to complete all improvements.

RECOMMENDED ACTION:

Staff recommends approval of this item as presented.

ATTACHMENTS:

Resolution, Plan, and Tabulation of Quotes.

RESOLUTION NO. _____

A RESOLUTION TO INCREASE SCOPE OF CONSTRUCTION FOR A TOTAL AMOUNT OF \$44,463.00 FOR THE NORTH GREEN STREET PAVING PROJECT AND AUTHORIZING THE CITY CLERK TO ISSUE PAYMENT AND TRANSFER FUNDS FOR THE IMPROVEMENTS

WHEREAS, the City Council of the City of Oskaloosa, Iowa, has heretofore deemed it necessary and desirable to increase the scope of the "North Green Street Paving Project"; and

WHEREAS, the City Engineer has heretofore reviewed the revised scope of the work to extend the sidewalk and recreational trail for connectivity and installing fences in the box culvert of the at-grade separated recreational trail for pedestrian safety; and

WHEREAS, the quote from Exodus Excavating, Inc. for a total amount of \$40,000.00 for concrete work and from Gullet Fence Company in the amount of \$4,463.00 for fencing was a responsive and responsible price.

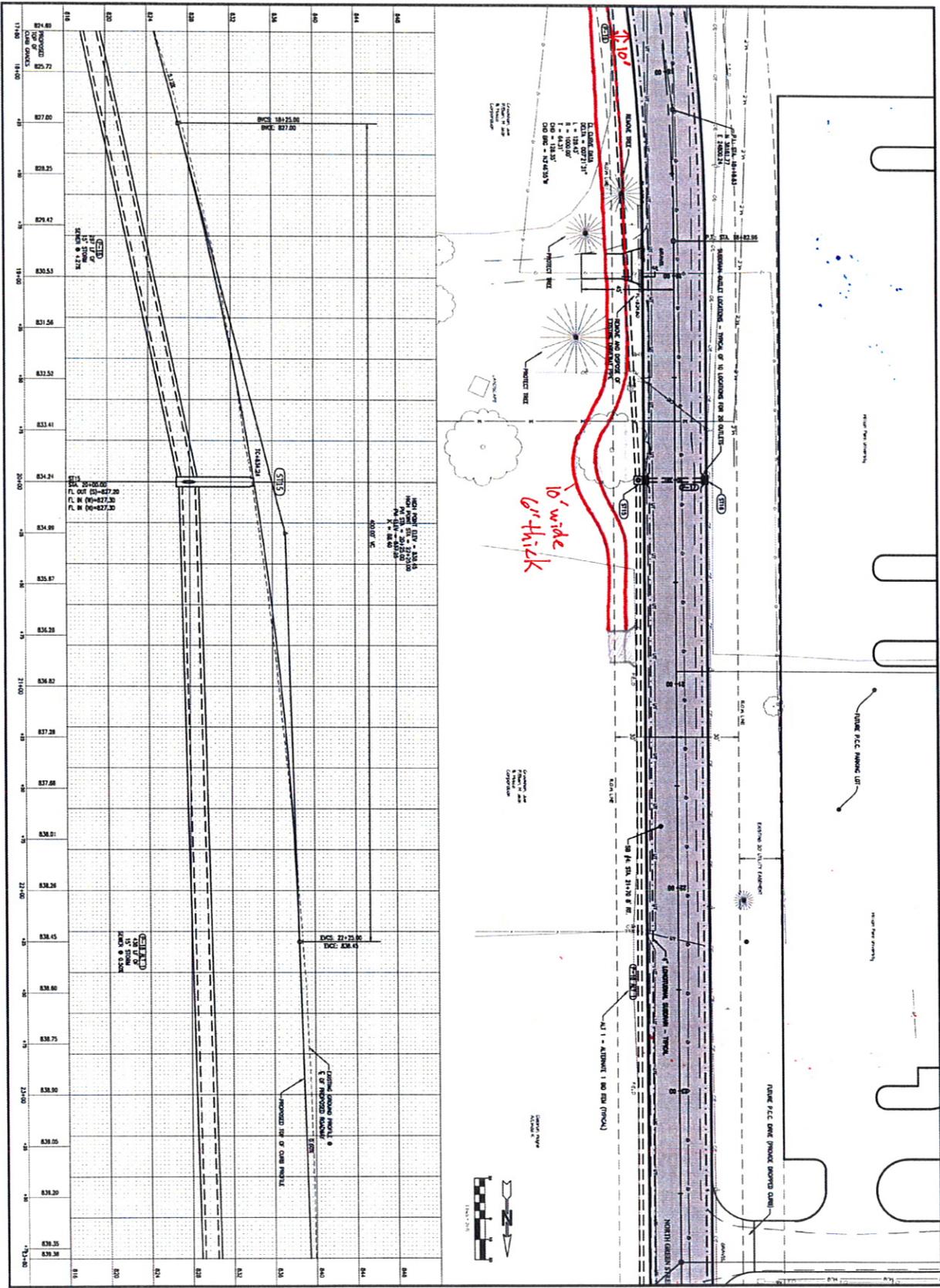
NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Oskaloosa, Iowa, that the quote of Exodus Excavating for a total amount of \$40,000.00 and the quote of Gullet Fence Company for a total amount of \$4,463.00 is hereby accepted. Furthermore, the Construction is therefore awarded to the respective contractors for the aforementioned amount and the city clerk is hereby authorized to issue payment for the improvements in an amount not to exceed \$44,463.00. The city clerk is also authorized to transfer \$8,100.00 from the General Fund LOST Fund to the Green Street Project Fund to help cover the cost of the improvements.

PASSED AND APPROVED this _____ day of April, 2013.

David Krutzfeldt, Mayor

ATTEST:

Amy Miller, City Clerk



PROJECT NO. D.04	DATE MAY 01, 2012	PROJECT NO. D.04	SCALE 1" = 20' HORIZ. 1" = 4' VERT.	FIELD BOOK 2011.3	DRAWN BY JAM	APPROVED BY JAM	REVISION	SHEET TITLE PLAN AND PROFILE GREEN STREET/ LAVEN AVENUE
---------------------	----------------------	---------------------	--	----------------------	-----------------	--------------------	----------	--

**NORTH GREEN STREET
IMPROVEMENT PROJECT
OSKALOOSA, IOWA**

© COPYRIGHT 2012 GARDEN & ASSOCIATES, LTD.

G GARDEN & ASSOCIATES, LTD.
 ENGINEERS & SURVEYORS
 1701 1st Avenue East, Suite 1
 P.O. Box 451
 Oskaloosa, Iowa 52577
 641.672.2536 Phone
 641.672.2091 Fax
 801.493.2734 Email: info@gardeng.com

GREEN ST SIDEWALK PROJECT BID TABULATION

Contractor:		Exodus Excavating		G & S Construction		Victory Construction		Steven's Concrete		Engineer's Estimate	
Contact:		Doug Coniglio		Paul Scanlon		Dan Gordon		Shawn Walters		Akhlesh Pal	
Phone:		641-569-0667		641-660-2877		641-660-2879		641-660-3661		641-673-7472	
Original		Revised		INCOMPLETE BID						Revised	

Item	Quantity	Units	Original		Revised		G & S Construction		Victory Construction		Steven's Concrete		Engineer's Estimate	
			Unit Price	Total Cost	Unit Price	Total Cost	Unit Price	Total Cost	Unit Price	Total Cost	Unit Price	Total Cost	Unit Price	Total Cost
Green Street Sidewalk Extension - Base Bid														
Backfill	500	CY	\$11.00	\$5,500	\$19.65	\$9,825	\$20.00	\$10,000	\$22.00	\$11,000	\$15	\$7,500	\$11.00	\$5,500
Curb Removal (Grinding)	12	LF	\$20.00	\$240	\$15.00	\$180	\$24.48	\$294	\$25.00	\$300	\$10	\$120	\$20.00	\$240
15" Drainage Pipe	10	LF	\$17.00	\$170	\$22.00	\$220	\$26.00	\$260	\$35.00	\$350	\$30	\$300	\$17.00	\$170
PCC Sidewalk, 5' Wide, 4" Thick (6" Thick Ramps (2) & Landings (1))*	315	SY	\$36.00	\$11,340	NOT GIVEN	\$12,757	\$40.50	\$12,758	\$36.00	\$11,340	\$30	\$9,450	\$36.00	\$2,340
Conventional Seeding, Fertilizing, & Mulching	0.5	AC	\$3,244	\$1,622	NOT GIVEN	\$1,500	\$3,484.80	\$1,742	\$10,454.40	\$5,227	\$3,000	\$1,500	\$41.00	\$3,485
Total Base Bid Cost:				\$18,872		\$24,482		\$25,054		\$28,217		\$18,870		\$3,244

Item	Quantity	Units	Original		Revised		G & S Construction		Victory Construction		Steven's Concrete		Engineer's Estimate	
			Unit Price	Total Cost	Unit Price	Total Cost	Unit Price	Total Cost	Unit Price	Total Cost	Unit Price	Total Cost	Unit Price	Total Cost
Green Street Sidewalk Extension - Alternate Bid (Rec Trail)														
Backfill	250	CY	\$11.00	\$2,750	\$19.65	\$4,913	\$20.00	\$5,000	\$22.00	\$5,500	\$15	\$3,750	\$11.00	\$2,750
Recreational Trail Removal	45	SY	\$9.00	\$405	NOT GIVEN	\$400	\$13.50	\$608	\$11.00	\$495	\$10	\$450	\$11.00	\$495
Curb Removal (Grinding)	37	LF	\$20.00	\$740	\$15.00	\$555	\$24.48	\$906	\$30.00	\$1,110	\$10	\$370	\$9.00	\$333
New Curb	13	LF	\$30.00	\$390	NOT GIVEN	\$260	\$45.00	\$585	\$25.00	\$325	\$20	\$260	\$20.00	\$260
15" Drainage Pipe	45	LF	\$17.00	\$765	\$22.00	\$990	\$26.00	\$1,170	\$35.00	\$1,575	\$30	\$1,350	\$30.00	\$1,350
PCC Sidewalk, 5' Wide, 4" Thick (6" Thick Ramps (2) & Landings (1))*	20	SY	\$36.00	\$720	NOT GIVEN	\$810	\$40.50	\$810	\$36.00	\$720	\$30	\$600	\$17.00	\$340
PCC Recreation Trail, 10' Wide, 6" Thick	350	SY	\$41.00	\$14,350	NOT GIVEN	\$12,600	\$40.50	\$14,175	\$45.00	\$15,750	\$35	\$12,250	\$36.00	\$12,600
Conventional Seeding, Fertilizing, & Mulching	0.5	AC	\$3,244	\$1,622	NOT GIVEN	\$1,500	\$3,484.80	\$1,742	\$10,454.40	\$5,227	\$3,000	\$1,500	\$41.00	\$3,485
Total Alternate Bid Cost:				\$21,742		\$22,028		\$24,996		\$30,702		\$20,530		\$3,244
Base & Alternate Bid Total:				\$40,614		\$46,510		\$50,049		\$58,919		\$39,400		\$49,844

*Truncated domes will be provided by the City of Oskaloosa.

NOTE: UNIT PRICES DETERMINE BID TOTALS

Contingency (10%)

\$3,940

\$43,340

OSKALOOSA
IOWA



CITY COUNCIL COMMUNICATION

MEETING DATE: April 15, 2013

REQUESTED BY: David Dixon,
City Attorney

ITEM TITLE:

Consider a resolution adopting a standard rule regarding the effect of a council member's abstention when not required by a conflict of interest.

EXPLANATION:

City Staff has requested a resolution to address the effect of a council member's abstention when not required by a conflict of interest. Iowa Code §380.4 (2013) provides that passage of an ordinance, amendment or resolution requires a vote of the majority of all members present; that each member's vote must be recorded; and that a measure which fails to receive a sufficient number of votes for passage shall be considered defeated. To avoid confusion which may result when an abstention is made for any reason other than a conflict of interest, and the resultant possible frustration of legislative purposes, staff recommends that a stand rule be adopted by the Council as to how abstentions for other than a conflict of interest shall be treated and considered.

Recommended Action: Approve the resolution adopting a standard rule regarding the effect of a council member's abstention when not required by a conflict of interest.

BUDGET CONSIDERATION:

None.

ATTACHMENTS:

Resolution.

RESOLUTION NO. _____

A RESOLUTION ADOPTING A STANDARD RULE REGARDING THE EFFECT OF A COUNCIL MEMBER'S ABSTENTION WHEN NOT REQUIRED BY A CONFLICT OF INTEREST

WHEREAS legal significance or effect must be given to a Council Member's abstention when the abstention is not required by a conflict of interest in order to prevent frustration or abuse of the legislative process;

AND WHEREAS in order to assure that a Council Member must vote "no" in order to defeat a measure and may not do so by inaction, the City Council desires to adopt a standing rule that abstentions not due to a stated conflict of interest shall be deemed to be a vote with the majority or, in cases of a tie vote, a vote in the affirmative.

NOW THEREFORE, BE IT RESOLVED by the City Council of Oskaloosa Iowa hereby adopts a standing rule that an abstention for reasons other than a stated conflict of interest shall be deemed a vote with the majority or, in case of a tie vote, a vote in the affirmative.

PASSED AND APPROVED this _____ day of _____ 2013.

David Krutzfeldt, Mayor

Attest: _____
Amy Miller, City Clerk

OSKALOOSA
IOWA



CITY COUNCIL COMMUNICATION

MEETING DATE: April 15, 2013

REQUESTED BY: Amy Miller,
City Clerk

ITEM TITLE:

Consider a motion approving and authorizing the Mayor to execute an agreement between the city and Martens & Company, CPA, LLP for auditing services fiscal years 2013, 2014 and 2015.

EXPLANATION:

Martens & Company, CPA, LLP have performed the audit for the City of Oskaloosa since fiscal year 2007. In February letters were sent to 39 audit firms in Iowa requesting proposals for the fiscal year 2013, 2014 and 2015 audits. Six proposals were received. The Mayor, City Manager and City Clerk reviewed and rated the six proposals. Martens & Company, CPA, LLP received the highest ratings. Staff is recommending approval of the agreement with Martens and Company, CPA, LLP. The chart below shows the cost of audit services.

Agreement Costs	FY2013	FY2014	FY2015
Audit	\$ 16,900	\$ 17,250	\$ 17,600
OMB Circular A-133, if required	\$ 1,600	\$ 1,650	\$ 1,700
Total Costs	\$ 18,500	\$ 18,900	\$ 19,300

BUDGET CONSIDERATION:

The FY 2013 budget includes \$18,500 for audit services and the budget for FY 2014 includes \$19,425.

ATTACHMENTS:

Agreement with Martens & Company, CPA, LLP

AGREEMENT BETWEEN
CITY OF OSKALOOSA
AND
MARTENS & COMPANY, CPA, LLP

THIS AGREEMENT made and entered into this ____ day of _____, 2013, by and between City of Oskaloosa, hereinafter called "City" and Martens & Company LLP, hereinafter called "CPA."

WHEREAS, the City wishes to obtain the services of the CPA to perform an audit in accordance with Section 11.6, Code of Iowa, for the ____ year ending June 30, 2013; and

WHEREAS, the CPA is equipped and staffed to perform the above audit; and

WHEREAS, this agreement is in the public interest in fulfilling the requirements of Chapter 11 of the Code of Iowa.

NOW, THEREFORE, BE IT UNDERSTOOD AND AGREED:

1. That the CPA will:
 - A. Provide auditors of various classifications and for the estimated hours as detailed in 2.A of this agreement.
 - B. Begin work on the audit as specifically agreed upon with the City.
 - C. Perform all work in accordance with U.S. generally accepted auditing standards, Government Auditing Standards, and applicable federal requirements.
 - D. Immediately inform the City, the Auditor of State, and County Attorney if the audit discloses any irregularity in the collection or disbursement of public funds.
 - E. Provide access to the working papers to any appropriate federal agencies for the period of time specified in relevant agreements entered into by the City.
 - F. Provide access to the working papers to the Auditor of State in accordance with Chapter 11 of the Code of Iowa.

2. Conditions of Payment:

A. It is understood that the fees for the services set forth above shall be reimbursed at the following hourly rates:

Classification	Estimated Hours	Hourly Rate
Partner/Mgr	195	116
Clerical	20	36
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

B. The CPA shall present an invoice for services in the following manner. Mailing to the City of Oskaloosa, 220 S. Market St., Oskaloosa, IA 52577.

C. Payment shall be made within 30 days of receipt of invoice.

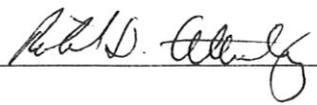
D. The total reimbursement shall not be for more than \$16,900 if not a single audit year, and \$18,500 if a single audit is required, except as specifically agreed by the City and the CPA.

3. Termination of Agreement:

A. The City may terminate this contract without notice if the CPA fails to perform the covenants or agreements contained herein.

B. The CPA shall be paid for all work satisfactorily performed to the date of termination.

IT WITNESS THEREOF, City and CPA have executed this AGREEMENT as of the date indicated below:

CPA	City of Oskaloosa
By <u></u>	By _____
Title <u>Managing Partner</u>	Title _____
Date <u>3-14-13</u>	Date _____

This agreement to be supplemented by engagement letter as required by generally accepted auditing standards and Government Auditing Standards.

OSKALOOSA
IOWA



CITY COUNCIL COMMUNICATION

MEETING DATE: April 15, 2013

REQUESTED BY: Public Works Department,
Engineering Division

ITEM TITLE:

Consider a resolution to authorize the 2013 Spring Clean Up Program.

EXPLANATION:

Staff was directed to plan a Spring Clean Up event for this year. The event will take place on April 29, April 30, May 1, and May 2, 2013, in every quadrant as follows:

- The *southeast quadrant* (south of A Avenue East and east of South Market Street) will be picked up on *Monday, April 29*.
- The *northeast quadrant* (north of A Avenue East and east of North Market Street) will be picked up on *Tuesday, April 30*.
- The *northwest quadrant* (north of A Avenue West and west of North Market Street) will be picked up on *Wednesday, May 1*.
- The *southwest quadrant* (south of A Avenue West and west of South Market Street) will be picked up on *Thursday, May 2*.

Residents will be required to put their items on the curb or edge of the property by 7:00 a.m. on the designated day for their quadrant. The event is open to Oskaloosa residents only and business waste will not be accepted through this program. A notice to residents will be advertised and also placed on the City Website.

BUDGET CONSIDERATION:

The labor and equipment associated with the cleanup.

RECOMMENDED ACTION:

Staff recommends approval of the resolution authorizing the spring cleanup for this year.

ATTACHMENTS:

Resolution, cost estimate, and press release.

RESOLUTION NO. _____

A RESOLUTION TO AUTHORIZE THE 2013 SPRING CLEANUP PROGRAM.

WHEREAS, the City Council of the City of Oskaloosa, Iowa, has heretofore deemed it necessary and desirable to provide the residents with an Annual Spring Clean-Up in the City of Oskaloosa; and

WHEREAS, the City Council of the City of Oskaloosa, Iowa, finds that it is in the best interests of the citizens of Oskaloosa to participate in an Annual Spring Cleanup Program; and

WHEREAS, this clean-up beautifies our City and helps preserve our environment by keeping it clean, healthy, and beautiful.

NOW, BE IT THEREFORE RESOLVED by the City Council of the City of Oskaloosa, Iowa that the days of April 29, April 30, May 1, and May 2, 2013 are hereby designated as Spring Clean-Up days in the City of Oskaloosa.

PASSED AND APPROVED this _____ day of April, 2013.

David Krutzfeldt, Mayor

ATTEST:

Amy Miller, City Clerk

	2013 Estimated		2010	2009 *	2008	2007
	1 Wk.	2 Wk.				
Leaf Clean Up	Hours			191	416	NR
Brush clean Up **	Hours		301			NR
Spring Fall Clean Up ***	Hours	560	1120	128	183	156
Fuel	Gallons	400	600	200	200	200
Total Cost ****	Dollars	\$15,000	\$29,300	\$10,270	\$18,670	\$5,380

Note: * In 2009 streets employees were able to clean leaves only on one quadrant of the city

** There was 101 hours of help from community service help that did not cost the Streets division

** Spring clean up includes Trash, Tires and Appliances

*** The cost was calculated based on \$30/hour for full-time labor, \$10/hr for part-time labor, and \$3.5/Gallon for fuel

NR - Not recorded, will have pull old time sheets to get hours

2013 Cost were calculated with 10 full-time and 4 part-time employees working for 5-10 working days

Operation	Full time	Part-time	Community Service (Optional)
7 Dump Trucks	7		
2 Front-end Loaders	2		
1 Skid loader	1		
Loading Material		4	2
Back - Hoe			
Total Personnel	10	4	2

NOTICE TO OSKALOOSA RESIDENTS



The City of Oskaloosa is offering
Residential Clean-UP Days
on **April 29, 30, May 1, 2**



The following guidelines will be used for the pickup:

- 1) The city will be divided into four quadrants.
 - The **southeast quadrant** (south of A Avenue East and east of South Market) will be picked up on **Monday, April 29**.
 - The **northeast quadrant** (north of A Avenue East and east of North Market Street) will be picked up on **Tuesday, April 30**.
 - The **northwest quadrant** (north of A Avenue West and west of North Market Street) will be picked up on **Wednesday, May 1**.
 - The **southwest quadrant** (south of A Avenue West and west of South Market Street) will be picked up on **Thursday, May 2**.
- 2.) Items must be placed on the curb or edge of the property by 7:00 a.m. on the morning of pickup for that area of town. Each quadrant will only be picked up on the day scheduled. The event is open to all Oskaloosa residents. Business waste is not accepted through this program.

Only the following items will be picked up:

- Furniture
- Appliances: (Limit 3 per household)
 - Including
 - Refrigerators,
 - Stoves,
 - Televisions,
 - Hot water heaters,
 - Microwaves,
 - Freezers
- Other large, bulky items the garbage haulers cannot pick up.



TIRES WILL NOT BE PICKED UP. Business waste or tires will not be accepted.

Tires may be taken to a designated area at the Public Works Department, 804 South D Street, between April 29 and May 2.

NO TIRES FROM SEMI'S, FARM-IMPLEMENTS OR TRACTORS.

The city will not pick up any garbage bags, yard waste, paint cans (unless open and dried out), batteries, hazardous waste items or construction material.

Items not picked up by the city will be the responsibility of the property owner or renter to properly dispose of within 24 hours.

Questions, call Public Works 673-7472 or City Hall 673-9431

OSKALOOSA
IOWA



CITY COUNCIL COMMUNICATION

MEETING DATE: April 15, 2013

REQUESTED BY: COUNCIL
APPOINTED STAFF

ITEM TITLE: REPORT ON ITEMS FROM CITY STAFF.

- a) City Manager.
 - i. SCRAA meeting date, time and location
 - ii. Police Department internship report.
- b) City Clerk.
- c) City Attorney.

EXPLANATION:

This item is reserved to receive reports from the City Manager, City Clerk, and/or the City Attorney.

BUDGET CONSIDERATION:

Not applicable, report(s) only.

ATTACHMENTS:

None.

OSKALOOSA
IOWA



CITY COUNCIL COMMUNICATION

MEETING DATE: April 15, 2013

REQUESTED BY: CITY COUNCIL

ITEM TITLE: CITY COUNCIL INFORMATION.

EXPLANATION:

This item is reserved to receive reports from the Mayor and City Council. This is an opportunity for the members of the City Council to provide updates on activities, events, or items of note to the public. This is also the opportunity for the City Council to request future agenda items, or request items to be sent to Committee for review and discussion.

BUDGET CONSIDERATION:

Not applicable, report(s) only.