



## City Administrator & Staff Update

2024.04.26

- **Joint Safety Committee:** This is a 28E agreement for services, specifically safety training. Public Works utilizes it, but it simply isn't a good option for the remainder of the city staff. Cost for our participation is \$8,000 versus \$2800 for the alternative I found. I'd like to bring a resolution forward to provide notice to the committee that we are withdrawing. The 28E requires 1 year notice. They can, however, remove us at any time. I'm thinking we should request an early out see if they will allow for it.
- **Franchise:** Councilmember Johnson asked about Franchise Agreements with RECs (Rural Electric Cooperative). I am researching utility boundaries, if other cities have agreements, and called the Iowa Utilities Board (IUB) for additional information. We have an estimated 14 properties covered by the REC. Back to you soon for council direction. Attached are the LOST percentages for April 2024.
- **D.C.:** Attached are two resources - a PDF of the one-page handouts and a separate PDF for the Infrastructure summary. I haven't received the regional priorities packet that SEIRMC is putting together.
- **Mall:** Had a good discussion with the mall ownership and we are going to work on getting an entertainment venue like the earlier proposed one (or it if he comes back to the discussion). I am putting some information together on map regarding the housing projects they can use to show prospective lessors. Met the gentleman in charge of leasing for the company as well.
- **Coffee Shop:** Dame Fine Coffee announced that they are moving to the mall this week. The owner has been great to work with and we wish them much success!
- **Tree Seedlings:** We have tree seedling (post on Facebook to share) and if anyone wants one, they may stop in and pick it up at City Hall.
- **IAAAP:** In collaboration with the Greater Burlington Partnership, I invite you to a special informational session to discuss proposed activities at the Iowa Armeay Ammunition Plant. The Iowa Army Ammunition Plant, located in Middletown Iowa, is in the early stages of a planned \$1.5 billion new artillery line, which will be followed by additional modernization projects. The Greater Burlington Partnership will be hosting a meeting on Friday, April 26<sup>th</sup> to share with regional partners the project scope, timeline, and potential impacts for communities within a one-hour drive of Greater Burlington.
- **Trail:** *Draft* of change order #1 attached. There is an additional deduct – a quantities item. Snyder: It is ~(\$28,000) to remove the granular and ~\$7,000 for the additional fill material. Net ~\$21,000 savings. We will delete the granular (and the native seed) from the Contract

at the end of the project. It will not show up on the change order, but we won't do that work and won't pay for that item. There are changes coming to this document.

- **US Cellular:** US Cellular is interested in doing a Small Cell Deployment. Please see the attached PowerPoint. This would follow the right-of-way or building permit process for placement on existing poles or new poles. They would trench or bore fiber to each location. Here is a link to Burlington's Small Cell regulations.
- **SRO:** The school is interested in having an SRO. For this to work it would mean that one of our officers would teach their safety course for three hours and then go on duty, likely at a 40-hour work week. The city would still be responsible for our portion of the pay, but they would compensate us for the officers teaching time. Concurrently we would apply for the COPS grant which has a 4-year commitment. The funding is \$125,000 over five years, then the following year the city (and school) would be responsible to pay for the position in whole. The COPS grant would be effective between January to April 2025 depending on the grant that we submit under. So, for SRO position the school would contract with the city and reimburse us for our costs. They would continue to pay a negotiated percentage for the SRO going forward. The new officer would come on board covered by the grant in part. A bit convoluted, but that is a summary of how things would work. Link to summary page: [https://www.ojp.gov/sites/g/files/xyckuh241/files/media/document/fy24copsbudgetfactsheets\\_cop.pdf](https://www.ojp.gov/sites/g/files/xyckuh241/files/media/document/fy24copsbudgetfactsheets_cop.pdf)
- Pools: FYI – article from Waverly (Budget Cuts Close Down Pool)  
[https://www.kwwl.com/video/budget-cuts-close-down-the-waverly-pool/video\\_deb25b98-3c19-5046-8973-1875534aca28.html](https://www.kwwl.com/video/budget-cuts-close-down-the-waverly-pool/video_deb25b98-3c19-5046-8973-1875534aca28.html)

#### IT (Newberry)

- This week I ran wires for the new door access systems for the new interview room. My part involved running the cable through the ceiling and terminating the ends on each cable. We hired Gayeski to cut into the walls and install boxes for the cable to be terminated in to run to the controllers for the doors. We also had to put a switch in my office as the conduit going to the basement is full. Gayeski must come back and install power into the box in my office for the switch.
- I also need to purchase a POE++ switch to run the door access system. For the doors to be finished we need the locksmith to install the striker and door handles and core the door. The wires are already run for the strikers.
- This week I also migrated from ADFS which is an onsite Identity Provider to Office 365. This will better facilitate single sign on between all our apps City Wide. Councilman Covert asked for stats on Facebook for the last six months so I will provide them. Officer Brueck is doing a phenomenal job with the Police Departments Facebook Page. It looks like my screen capture software kind of glitched a little that is why it looks like that on the results, but it is still readable. If you have any questions, please let me know.

### **Police/Fire (Logan)**

- Spoke with Lieutenant Thomson with Burlington Police department and they have 5 spots open for that SRO class in May.
- Had a safety class that I held for all the Reif Oil drivers. Spoke reference to accidents, spills, and other hazards.
- Early June will be the install of the new generator at the Fire Department.
- Pickups are heading to Schlueter's this week for maintenance for the Fire Department. Going to speak with Matt at Trailways to see if they are still willing to service the engines. Burlington Fire Dept has Trailways service all of their Engines.
- Went to Ankeny on Monday, the new K9 squad car was ready to be picked up. The dog kennel will be installed on Sunday, but Officer Mennen is able to use it now.

### **Building (Crooks)**

Here are my weekly updates.

- 1) Eight building permits have been issued for various projects
- 2) One business license was issued
- 3) One new nuisance violation was issued.
  - a) outstanding nuisance violations have been followed up on and closed out.
  - b) Contractors were hired to abate the many nuisances at 410 E. Van Weiss. This was an extensive 2-day process with multiple trailers of garbage, wood, and tree trimming taken to the landfill. 90% of the work is completed and the remaining will be done within the next few days.
- 4) Completed a final inspection for the alteration to 914 Broadway St.
- 5) Completed a rental inspection at 713 Layne Dr.
- 6) Completed plan reviews on 3 larger projects
- 7) Attended a zoom meeting with iWorQ.

### **Finance (Moore)**

- Attended Iowa Municipal Finance Officer meeting in Des Moines. Informative sessions gained insights.
- Completed budget amendment for next week's council meeting.
- Working with Elle at SEIRPC on Trail Project reimbursements.

### **Public Works (Brissey)**

- Water lab
- Sewer lab
- Lift station rounds.
- Parks and Broadway trash and recycling
- Locates.
- Service trucks and Squad cars.
- OSHA training
- Sign maintenance.

- Backhoe training
- Building maintenance and clean up
- Street sweeping
- Strom manhole repair
- Working on water valve replacement
- Dirt work
- Still working with IAAP on storm sewer problem in ditch on highway 406
- Working with SCC on INI around fairgrounds
- Reassemble pool and bath house
- Working on trail project
- Old coffee shop has been removed from mall
- Denco Highway Construction will be in town to crack seal all asphalt streets next week weather permitting. There will be No Parking on these streets throw out the week. We are putting out press release also.

**CHANGE ORDER**

For Local Public Agency Projects

No.: 01

Non-Substantial:

Substantial:

Administering Office  
Concurrence Date

Accounting ID No. (5-digit number):39807

Project Number: TAP-U-8255(611)--8I-29

Contract Work Type: PCC Trail

Local Public Agency: City of West Burlington

Contractor: Jones Contracting Corp.

Date Prepared: April 23, 2024

You are hereby authorized to make the following changes to the contract documents.

**A - Description of change to be made:**

8001 Change: Add New Item 2214-5145150 PAVEMENT SCARIFICATION, 2014 SY

8002 Change Add New Item 2303-1258283 ASPHALT BINDER, PG 58-28S, STANDARD TRAFFIC, 14 TONS

8003 Change: Add New Item 2599-9999010 SCARIFICATION EQUIPMENT MOBILIZATION, 1 LS

Description: Mobilization of pavement scarification equipment to the site to complete associated work.

Materials: None

Construction: None

Method of Measurement: No measurement will be made for this item

Basis of Payment: Payment will be made at the Lump Sum rate when pavement scarification equipment is mobilized to the site.

8004 Change: Add New Item 2599-9999010 STAGING PLAN DEDUCT, -1 LS

Description: Contract price deduct to allow revisions to the staging plan

Materials: None

Construction: None

Method of Measurement: No measurement will be made for this item

Basis of Payment: Payment will be made at the Lump Sum rate when HMA overlay work is complete

8005 Change: Add New Item 2519-4200120 REMOVAL OF FENCE, CHAIN LINK, 30 LF

8006 Change: Add New Item 2401-7207030 REMOVAL OF CONCRETE, 1 LS and add working days to complete additional Removal of Concrete work

8007 Change: Add New Item 2102-2710070 EXCAVATION, CLASS 10, ROADWAY AND BORROW, 583 CY

8008 Change: Quantity Change and Unit Price Change for 2102-2625000 EMBANKMENT IN PLACE

8009 Change: Add New Item 2435-0600020 MANHOLE ADJUSTMENT, MAJOR

**B - Reason for change:**

8001 - Item is needed to complete the project

8002 - Item is needed to complete the project

8003 - Mobilization of additional equipment needed to complete the project

8004 - Contracting authority is accepting of combining sub-stages of Stage 3 construction to reduce construction costs.

8005 - Item is needed to complete the project

8006 - Existing bridge deck overlay is thicker than the available bridge plans show. Additional concrete removal is needed to remove to the existing cold joint and provide a sufficient trail overlay section. Additional concrete removal will require slow work to remove to the correct depth and avoid damaging underlying structural concrete and reinforcing.

8007 - Granular subbase will no longer be used on the project and elimination of the granular will reduce the amount of available on site material that would have been excavated.

8008 - Granular subbase will no longer be used on the project and elimination of the granular will reduce the amount of available on site material that would have been excavated.

C - Settlement for cost(s) of change as follows with items addressed in Sections F and/or G:

Add Line Item 8001 2214-5145150 PAVEMENT SCARIFICATION 2014 SY @ \$12.32/SY = \$24,812.48

Add Line Item 8002 2303-1258283 ASPHALT BINDER, PG 58-28S, STANDARD TRAFFIC  
14 TONS @ \$627.72/TON = \$8,788.01

Add Line Item 8003 2599-9999010 SCARIFICATION EQUIPMENT MOBILIZATION

1 LS @ \$1,650.00 = \$1,650.00

Add Line Item 8004 2599-9999010 STAGING PLAN DEDUCT (-1) LS @ \$16,492.38 = (-\$16,492.38)

Add Line Item 8005 2519-4200120 REMOVAL OF FENCE, CHAIN LINK

30 LF @ \$55.00/LF = \$1,650.00  
1 LS @ \$40,045.50 = \$40,045.50

Add Line Item 8007 2102-2710070 EXCAVATION, CLASS 10, ROADWAY AND BORROW

583 CY @ \$6.71/CY = \$3,911.93

Decrease Quantity and Increase Contract Unit Price for Item 020 EMBANKMENT-IN-PLACE

3,183 CY @ \$20.41/CY = \$3,563.32

Add Line Item 8008 2435-0600020 MANHOLE ADJUSTMENT, MAJOR 1 EACH @ \$2,475.00/EACH = \$2,475.00

D - Justification for cost(s) (See I.M. 6.000, Attachment D, Chapter 2.36, for acceptable justification):

8001 - Comparing the unit price to past bid prices published in the Iowa DOT Summary of Awarded Contract Unit Prices

8002 - Comparing the unit price to past bid prices published in the Iowa DOT Summary of Awarded Contract Unit Prices

8003 - Comparing the unit price to past bid prices published in the Iowa DOT Summary of Awarded Contract Unit Prices for construction items associated with this mobilization cost.

8004 - Agreed price reduction for revised staging plan

8005 - Comparing the unit price to past bid prices published in the Iowa DOT Summary of Awarded Contract Unit Prices

8006 - Similar contracted items on previous projects.

8007 - Comparing the unit price to past bid prices published in the Iowa DOT Summary of Awarded Contract Unit Prices

8008 - Comparing the unit price to past bid prices published in the Iowa DOT Summary of Awarded Contract Unit Prices

E - Contract time adjustment:  No Working Days added  Working Days added: 11  Unknown at this time

Justification for selection:

Additional time required for slow working conditions to carefully remove deck overly concrete and avoid damage to existing structural bridge concrete and reinforcing materials.

F - Items included in contract:

Participating					For deductions enter as "-x.xx"		
Federal- aid	State- aid	Line Number	Item Description		Unit Price .xx	Quantity .xxx	Amount .xx
X		020	EMBANKMENT-IN-PLACE		\$16.30	-3,766.000	-\$61,385.80
X		020	EMBANKMENT-IN-PLACE		\$20.41	3,183.000	\$64,965.03
				Add Row	Delete Row	TOTAL	\$3,579.23

G - Items not included in contract:

Participating					For deductions enter as "-x.xx"		
Federal- aid	State- aid	Change Number	Item Number	Item Description	Unit Price .xx	Quantity .xxx	Amount .xx
X		8001	8001	PAVEMENT SCARIFICATION	\$12.32	2,014.000	\$24,812.48
X		8002	8002	ASPHALT BINDER, PG 58-28S, STANDARD TRAFFIC	\$627.72	14.000	\$8,788.08
X		8003	8003	SCARIFICATION EQUIPMENT MOBILIZATION	\$1,650.00	1.000	\$1,650.00
X		8004	8004	STAGING PLAN DEDUCT	\$16,492.38	-1.000	-\$16,492.38
X		8005	8005	REMOVAL OF FENCE, CHAIN LINK	\$55.00	30.000	\$1,650.00
X		8006	8006	REMOVAL OF CONCRETE	\$40,045.50	1.000	\$40,045.50
X		8007	8007	EXCAVATION, CLASS 10, ROADWAY AND BORROW	\$6.71	583.000	\$3,911.93
X		8008	8008	MANHOLE ADJUSTMENT, MAJOR	\$2,475.00	1.000	\$2,475.00
				Add Row	Delete Row	TOTAL	\$66,840.61

H. Signatures

Signatures will be applied through DocExpress.



# invest in safety

Burlington Fire Station No. 3 & Training Facility

**VOTE NOVEMBER 7, 2023**



Design Concept

## Why do we need a new fire station?

To better serve and protect the citizens of Burlington, the city has identified the need for a third fire station on the city's northwest side at 2100 North Roosevelt Avenue. The station, which will house up to 5 fire fighters, a single fire truck and an ambulance, will allow both fire fighters and EMS to meet the national standard for response times throughout the city.

A four-minute response time for an emergency dramatically improves outcomes for both fire suppression and cardiac resuscitation. The new station will provide service to an area of the city currently outside of the four-minute response coverage. It will also allow other units to stay in their districts, which will improve our overall ability to respond to emergencies throughout the city. An on-site burn tower will also allow us to train fire fighters in safe and controlled conditions.

## How will we pay for it?

Cost estimates for the new station are around \$7,000,000. The city plans to use general obligation bonds as the primary funding source to pay for the cost of the station. Because a bond is repaid using property tax levy funds, 60% of voters would need to approve the question on the ballot on November 7 in order for the city to be able to take on the debt to build the new station.

## How will this project affect my taxes?

Property taxes may increase up to \$0.63 per \$1,000 of taxable valuation. The final debt service tax increase will depend on alternative funding such as grants, donations, and other city dollars allocated for the project. The final taxable value of your property is a percentage of its assessed value after credits. Below are examples of how property taxes will be affected.

Assessed Value	Rollback Percentage	Taxable Value	Homestead Credit	Net Taxable Value	Tax Rate Increase	Annual Additional Tax	Monthly Additional Tax
\$100,000	48.9500%	\$48,950	\$4,850	\$44,100	\$0.63	\$27.78	\$2.32
\$200,000	48.9500%	\$97,900	\$4,850	\$93,050	\$0.63	\$58.62	\$4.89
\$300,000	48.9500%	\$146,850	\$4,850	\$142,000	\$0.63	\$89.46	\$7.46
\$400,000	48.9500%	\$195,800	\$4,850	\$190,950	\$0.63	\$120.30	\$10.02

to meet the  
national standard

**4**  
minute  
response time  
throughout the city



# invest in safety

**VOTE NOVEMBER 7, 2023**

## Burlington Fire Station No. 3 & Training Facility Floor Plan



Design Concept

1 Office	11 Storage
2 Classroom	12 Kitchen
3 Utilities	13 Dining
4 Restroom	14 Lounge
5 Storage	15 Decontamination
6 Dormitory	16 Apparatus Bay
7 Shower	17 Workshop
8 Gear Storage	18 Medical
9 Fitness	19 Air Room
10 Laundry	20 Exterior Storage

## What will the ballot say?

On November 7, 2023, a date predetermined by state law, residents of Burlington will go to the polls to vote on the following question. Sixty-percent of voters must approve for the question to pass.

"Shall the City of Burlington, in Des Moines County, State of Iowa, enter into a loan agreement and issue general obligation bonds in an amount not exceeding \$7,000,000 for the purpose of paying the cost, to that extent, of constructing, furnishing and equipping a municipal fire station/emergency services building?"

## How do I vote?

**EARLY:** Vote early in person at the Des Moines County auditor during business hours Monday through Friday from **October 18 through November 6**.

**ABSENTEE:** Request an absentee ballot from the Des Moines County auditor. Print an absentee ballot request form online: <https://sos.iowa.gov/elections/pdf/absenteeballotapp.pdf>



Absentee ballot requests must be received by the auditor by **October 23**. Once a request form has been submitted the auditor will mail you a ballot. Completed ballots must be received by the auditor by 8 p.m. on election day. Ballots can also be surrendered at your polling location on election day.

**ELECTION DAY: November 7, 2023**



On election day from 7 a.m. to 8 p.m., eligible voters may vote at their assigned polling place. For more information regarding polling locations, please contact your county auditor's office or scan the QR code.

## Find out more!

### Community Open House

Join us at the Central Fire Station located at 418 Valley Street, Burlington from 5 to 7 p.m. on one of the following dates:

- Tuesday, September 26
- Tuesday, October 10
- Tuesday, October 24

### Coffee with a Firefighter

Saturday, October 21  
9 a.m. to noon

Dunn Brothers Coffee  
1105 Lawrence Dr  
Burlington, Iowa

### Contact Us

For more information:  
Matt Trexel, Fire Chief  
(319) 753-8396  
Scan the QR code or visit  
[burlingtoniowa.org/2649/FIRE-STATION-NO-3](http://burlingtoniowa.org/2649/FIRE-STATION-NO-3)



City of Burlington, Iowa  
**Cascade Bridge Replacement**



**Project Scope:** This project will replace 128-year-old Cascade Bridge with new bridge construction.

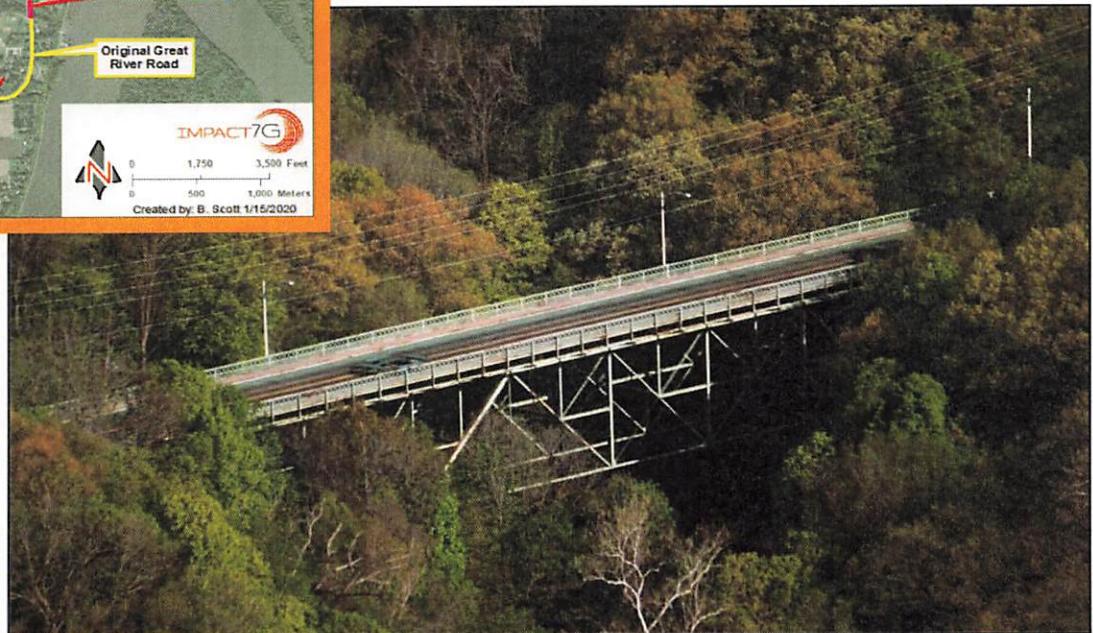
**2024 Community Project Funding Request: \$8 Million**

**Background:** The Cascade Bridge is a steel deck truss type structure built in 1896 and is on the National Register of Historic Places. An Iowa DOT bridge inspection in 2008 indicates the bridge contains too many features in a critical state of degradation to allow continued traffic use. In this type of steel construction, the loss or failure of a single member can lead to catastrophic failure of the entire structure. The bridge was closed in September 2008 and traffic re-routed 2.1 miles to Harrison Avenue, Madison Avenue, and Dankwardt Park Drive.



**Benefit:** The replacement of this bridge will re-open the South Main Street corridor for residents and access to the City's parks, recreation, and historical exhibits. The bridge will also reconnect the Great River Road, a part of the National Scenic Byways. Pedestrians will also have access to Burlington's World Class park system with the trail network connecting downtown and other residential neighborhoods.

**Cost: City FY26 Budgetary Estimate \$11 Million**

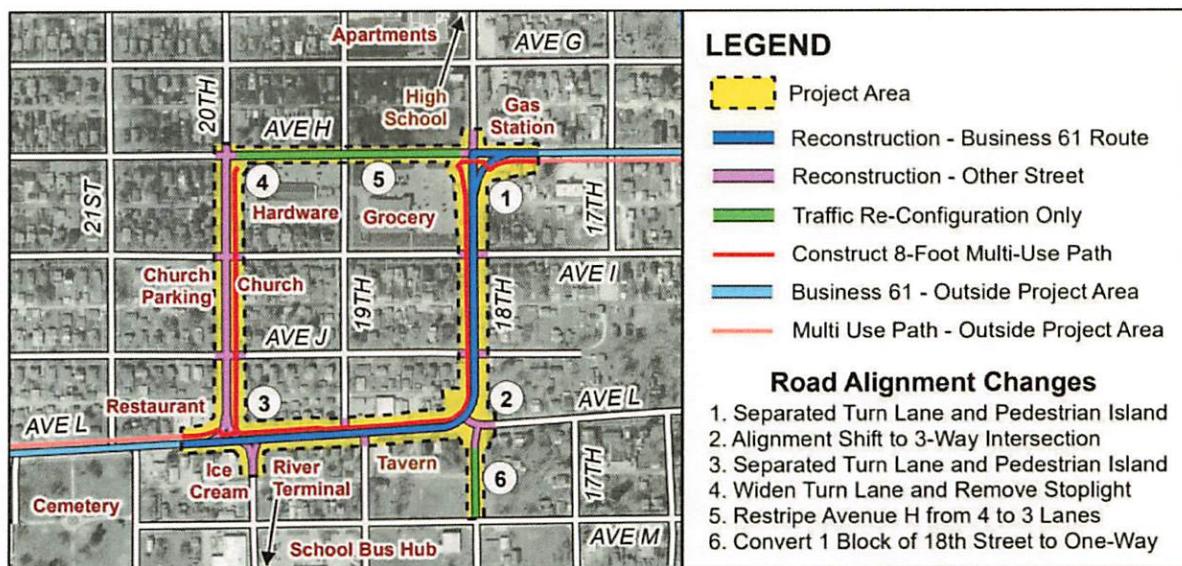
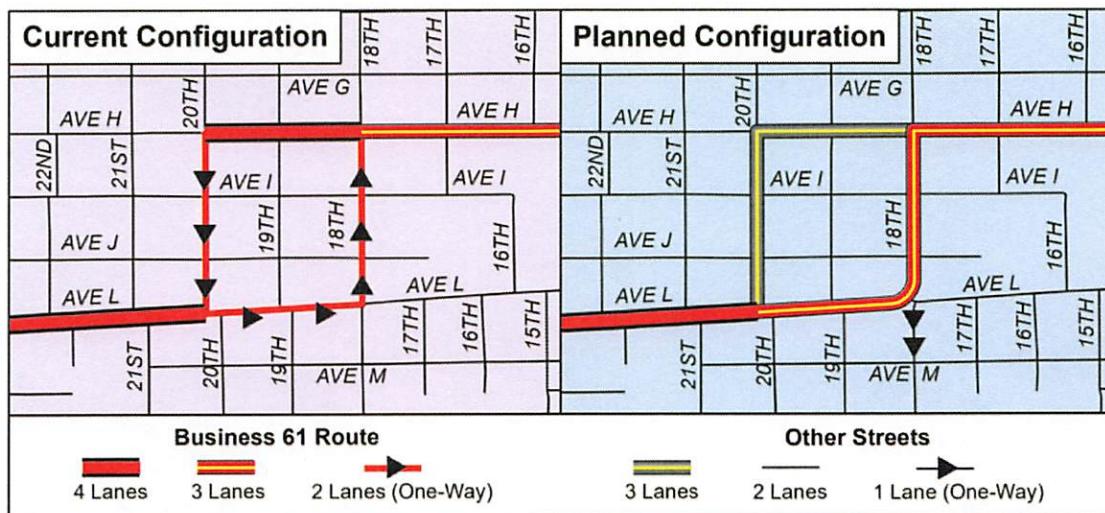


# FORT MADISON US 61 BUSINESS RECONSTRUCTION

**REQUEST: \$8.2 million in RAISE funds for US 61 Business reconstruction and re-alignment. Application submitted February, 2024.**

This project involves 10 blocks of roadway in Fort Madison, Iowa – 8 of which will be fully reconstructed. It includes portions of Avenue H, Avenue L, 18th Street, and 20th Street, all of which served as the Business route (and former mainline) of US Highway 61, in the form of two sets of 'one-way pairs'.

This project will include the reconfiguration of 3 problematic intersections, construction of a 10-foot wide multi-use trail beside the roadway, and the conversion of existing one-way streets to two-way traffic, along with lighting and drainage system upgrades.



# KEOKUK MISSISSIPPI RIVER RAIL BRIDGE REHABILITATION

**REQUEST: \$1.6 million in CRISSI funds for Pre-Rehabilitation Activities (Environmental and geotechnical work, preliminary engineering. Application to be submitted in May, 2024.**

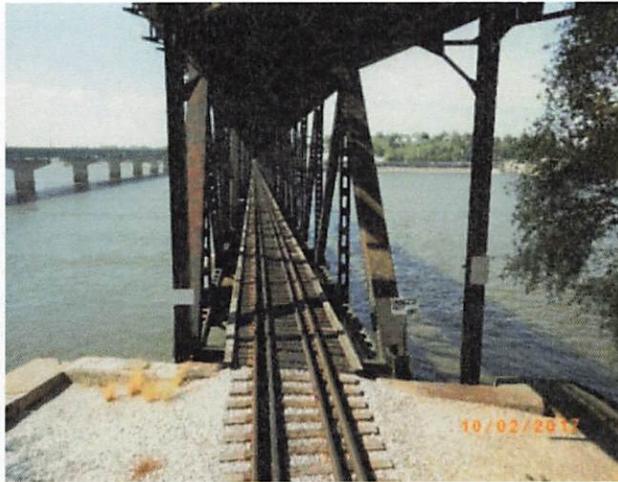
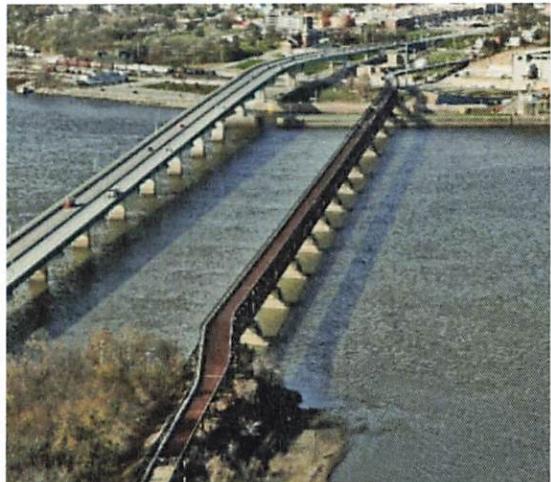
**TOTAL NEED: Approximately \$18 million for rust mitigation, painting, drive machinery, and pier rehabilitation.**

This project involves preconstruction activities for the planned rehabilitation of the Keokuk Rail Bridge across the Mississippi River, connecting Keokuk, Iowa with Hamilton, Illinois. Dating to 1916, this single-track freight railroad bridge is owned by the City of Keokuk, with trackage utilized by Keokuk Junction Railway, a short line from Keokuk to Peoria, Illinois.

The planned rehab project will involve repainting the bridge span, reconstruction of pier encasements and cofferdams, and the replacement of electrical equipment and mechanical components for the swing span over Lock 19. A planning grant would fund environmental work, a geotechnical investigation, and preliminary engineering.

## Basic Information and History of the Bridge

The Keokuk Rail Bridge is a 107-year old rail bridge across the Mississippi River between Keokuk, Iowa, and Hamilton, Illinois. It is one of seven remaining Mississippi bridges that were designed by engineer Ralph Modjeski between 1896 and 1935. With the recent replacement of the I-74 Bridge at Bettendorf, the Keokuk bridge is one of only two remaining Modjeski bridges in Iowa.



The current bridge structure dates to 1916, built to upon the piers from the original 1871 bridge three years after Lock and Dam No. 19 was completed just upstream. The bridge has a total length of 2,181 feet, with a 377-foot swing span that opens for barge traffic. Since the river lock is immediately adjacent (having been expanded southward in 1951), the swing span remains in the open position when not in use by a train. The swing span is moved by a rotating drum girder that is supported by a pivot pier, situated within the east guide wall of the lock. The bridge served as a combined single-track rail and highway bridge from 1916 to 1985, when a new four-lane highway bridge (the Keokuk-Hamilton Bridge) was opened just to the south.



# KEOKUK MUNICIPAL WATERWORKS

## Water Tower Refurbishment

Keokuk Municipal Waterworks has 3 elevated water towers that are in need of refurbishment as follows (2023 cost estimates):

- East Tower (build 1938) – Mechanical repairs and coating - \$1,556,000
- West Tower (built 1958) – Mechanical repairs and coating - \$1,392,000
- Lincoln Tower (built 2011) – Mechanical updates and exterior overcoat - \$661,000

The Waterworks will need to bond for this project, and will in turn need to raise our customer water rates to support debt service on this and other necessary infrastructure projects.

Keokuk is designated as a disadvantaged community, with 61.9% low to moderate income households and a declining population.

The City of Keokuk is raising sewer rates to offset the loss of a large industrial customer and to support mandated sewer separation, adding to the financial burden on our rate payers.

Keokuk Municipal Waterworks is committed to providing reliable, high-quality and affordable drinking water to our residential, commercial and industrial users. Infrastructure maintenance is necessary to ensure that our water supply is reliable and of high-quality. Financial support for this project in the form of Community Project Funding will help to offset the project costs and reduce the financial burden in our community.

### EXISTING CONDITIONS

West Burlington's \$6.5 million project will replace its aging underground sewage conveyance infrastructure. The 2.1-mile force main is 40 years old, and the 24-inch diameter ductile iron pipe is at the end-of-life. This project will replace the pipeline that connects the City's recent investment in wastewater improvements - over \$12 million in just the last 5 years.

### END-OF-LIFE INFRASTRUCTURE

West Burlington's 3,200 residents rely on the current infrastructure to handle over 60% of their wastewater flows to the wastewater treatment plant. The sanitary force main has lived a hard life with inflow and infiltration along with a wide range of flows. With a life expectancy of 25 to 50 years, the 40-year-old system is experiencing end-of-life stresses.

### ENVIRONMENTAL URGENCY

West Burlington does not have a redundant or backup system. If the system fails, contamination of the surrounding environment may occur along with health risks to residents. If the force main breaks, raw wastewater flows into Spring Creek and eventually the Mississippi River. Raw sewage can also back up into basements during a system collapse.

On May 22, 2017, a force main break caused two million gallons of wastewater to be discharged for five days. Repairs continue to keep the system up and running for now.

### FAST FACTS

- 23% of the pipeline is "HIGH RISK"
- End-of-life for 40-year-old pipeline
- Air release valve replacements needed
- Estimated cost: \$200/ft for 24" force main



HWY 34

WEST LIFT STATION  
SERVICE AREA

#### CURRENT PROJECT NEED

- West lift station force main replacement
- 2.1 mile pipeline
- \$6.5 million

#### WASTEWATER PLANT IMPROVEMENTS

- \$10.9 million Capital Investment
- Funding: City – SRF Loan
- Project Completed: 2019
- Ongoing debt service

#### WEST LIFT STATION IMPROVEMENTS

- \$0.5 million Capital Investment
- Funding: City
- Completed: 2012
- Ongoing debt service

#### SOUTH LIFT STATION + FORCE MAIN REPLACEMENT

- \$1.2 million Capital Investment
- Funding: City – SRF Loan
- Project Completed: 2021
- Ongoing debt service

### CONTACT

Gregg Mandsager, City Administrator  
City of West Burlington  
[mandsager@westburlingtoniowa.gov](mailto:mandsager@westburlingtoniowa.gov)  
319.752.5451

# STORMWATER IMPROVEMENTS

## EXISTING CONDITIONS

During significant and more commonly during most rain events (amount of water or timeframe) the City is experiencing numerous stormwater issues throughout town. The City has begun to identify areas that could begin to help address these issues and potential partners that would need to be involved in the efforts. The City has hired an engineering firm to conduct a city-wide stormwater master plan and has been working with the Iowa Department of Natural Resources (IDNR) to submit for additional engineering and planning services (project scoping) that would take proposed solutions to 60% design completion allowing us to apply for FEMA and any other sources of funding that are identified.



## IMMEDIATE CHALLENGES

West Burlington faces a critical issue near Area #2 where stormwater heads into Luers Park and then backs up during rain events. Today, there is a 10'x10' culvert that heads under Mt. Pleasant Street then makes its way to a roughly 7'x7' culvert under the railroad that is made of two different materials. This culvert is underwater due to silt, an improperly constructed dam, and the lake upstream from the park. If this culvert fails, it could cause a significant back up to a third, or more, depending on the storm event.

This issue is complicated by several factors:

- The stormwater is constricted as it goes under the railroad (BNSF) causing water back-up.
- Culvert inspections have been impaired due to flooding during the last 12-13 attempts. A recent inspection found minor issues with the culvert that will need to be corrected, but nothing major.
- If the culvert is not enlarged, the water flow may remain constricted, causing additional stormwater backup to the South and Southeast.
- The culvert outlets are underwater on the north side of the tracks.
- Built-up silt to the north and into a dammed pond. The dam may need to be removed, the spillway corrected or opened up at least temporarily (if not permanently) to allow the pond to be dredged, the silt removed and the culvert exposed.

## FUNDING SUPPORT

Enlarging or adding a second railroad culvert alone is estimated at around \$900,000, according to the railroad. However, the lake, silt, and dam appear to be the primary issues.

There are multiple participants or stakeholders in this project – the City of West Burlington, private property owners, BNSF Railroad, Des Moines County Conservation and potentially the City of Burlington.

Please support IDNR's and the City's NOI request for BRIC funding.

## CONTACT

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## PROJECT OVERVIEW

The Mount Pleasant Street Rehabilitation project aims to address deteriorated road conditions and enhance infrastructure along a vital corridor connecting West Burlington to Highways 34 and 61. The project involves surface milling, patching, and the addition of bike lanes, signs, and pavement markings to improve safety and efficiency for all road users. The Mt. Pleasant Street Rehabilitation project aligns with West Burlington's long-term development plans, as outlined in the Capital Improvement Plan (CIP), aiming to enhance connectivity, safety, and economic prosperity for the entire community and region.

## STRATEGIC LOCATION

The project's strategic location near the Iowa Army Ammunition Plant (IAAAP), its forthcoming projects, and other industrial sites in the area underscores its relevance in supporting economic activities in the region.



## PROJECT INVESTMENT

### BUDGET:

Construction Engineering	\$262,000.00
Preliminary Engineering	\$263,000.00
Construction	\$2,183,757.78
<b>Total Cost of Project</b>	<b>\$2,708,757.78</b>

### FUNDING:

Requested Region 16 Federal STBG Funds	\$1,819,757.78
Local or Other Match	\$1,208,757.78
<b>Total Project Funding</b>	<b>\$2,708,757.78</b>



## COMMUNITY IMPACT

The rehabilitation project holds significant importance for West Burlington's economic vitality and overall community well-being, promising safer transportation and bolstering local businesses.



## STAKEHOLDER SUPPORT

Key stakeholders, including residents, city council members, and businesses have expressed strong support for the project, recognizing its potential to improve infrastructure and foster economic growth.

## CONTACT

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## SOUTHEAST IOWA INFRASTRUCTURE NEEDS

### SOUTHEAST IOWA CRITICAL INFRASTRUCTURE NEEDS

Streets and Bridges	Sewer/water treatment	Water	Airport	Flood Protection	Total
\$ 89,015,810	\$165,235,200	\$ 4,800,000	\$ 6,200,000	\$13,575,000	\$ 278,826,010

Total critical infrastructure needs shown come from current five-year Capital Improvement Plans from the five largest communities.

Federal mandates implemented through EPA Consent Orders for sewer separation drive the sewer and water treatment needs. Cities have seen diminishing returns on water quality from progressively stricter water quality regulations. The majority of funding for the sewer/wastewater investments come from revenue bonds which are paid for through monthly user fees. The financial burden for federal compliance falls to residents of the communities.

Regional projects are presented in two categories:

- Projects with pending requests to federal departments that may require elected officials' support.
- Critical projects to southeast Iowa presented for federal officials' awareness

Southeast Iowa is in a cycle of population loss in most of the region. Many areas also deal with low property values through aging homes. The combination of demographic trends and low average property value make infrastructure investment a large and long-term challenge. Investing in municipal infrastructure yields tangible benefits for taxpayers:

**Economic Growth:** Upgraded infrastructure attracts businesses, encourages job creation, and enhances property values, thereby expanding the local tax base.

**Public Safety:** Well-maintained roads, bridges, and utilities contribute to safer communities, reducing accidents and emergency response times.

**Cost Savings:** Proactive maintenance and modernization of infrastructure prevent costly emergency repairs and service disruptions in the long run.

**Federal Investment** in regional projects can take the tax burden off of local constituents for projects that may have a regional or national significance.

## SOUTHEAST IOWA REQUESTS AND PRIORITY PROJECTS, 2024

Project	Location	Type	Community Funded Project Request	Federal Agency Request	Request Amount	Regional Project with No Specific Federal Request
1 Burlington Airport	Burlington	Airport				
2 Cascade Bridge Mississippi Rail Bridge Rehab	Burlington	Bridge	x		\$ 8,000,000	
3 Preparation	Keokuk	Bridge		CRISSI, May 2024	\$ 1,600,000	
4 Landfill Cap	Keokuk	Environmental	x		\$ 1,500,000	
Burlington Fire				Defense Communities Grant, June 2024		
5 Station Mississippi River	Burlington	Facility			\$ 7,000,000	
6 Flood Protection	Burlington	Hazard				x
Stormwater Master Plan and	West	Mitigation				
7 Implementation	Burlington	Hazard		FEMA	\$ 170,000	
Mount Pleasant Street	West			Defense Communities Grant, June 2024		
8 Reconstruction US 34 Four-lane,	Burlington	Road			\$ 2,709,000	
9 Illinois	Gulfport to Monmouth	Road				x
US 61 Business				RAISE, February 2024		
10 Reconstruction	Fort Madison	Road			\$ 8,243,000	
11 Main Street Rehab Wastewater	Mediapolis	Road	x		\$ 3,000,000	
12 Treatment Facility Wastewater Force	Danville	Wastewater	x		\$ 3,000,000	
13 Main Water Tower	West		x		\$ 6,500,000	
14 Refurbishment Water Main	Burlington	Wastewater	x		\$ 3,609,000	
15 Improvements Lee County Career	West Point	Water	x		\$ 531,800	
16 Center	Montrose	Workforce	x		\$ 2,201,943	
TOTALS					\$ 48,064,743	

***Thank you for your support of Southeast Iowa through the approved Community Funded Projects, and past federally-funded list below -***

- 10th Street Combined Sewer Separation in Fort Madison
- Sewer lagoon in Mediapolis
- Wastewater Treatment Project in Morning Sun
- Wastewater Treatment Plant in Winfield
- Health Department Building and EMS in Lee County
- Reconstruction of Airport Entrance Road at Southeast Iowa Regional Airport Authority
- Hawkeye Sewer Improvements
- Burlington Downtown TIGER Grant



# U.S. Cellular Small Cell Deployment Plans West Burlington, Iowa

April 2024





## **U.S. Cellular is in the businesses of making connections.**

We connect 5.1 million people, businesses and government operations with our award winning network. And we're always looking for ways to make your experience with our communication services and products even better.



# U.S. Cellular Small Cells

- Small cells are wireless transmitters and receivers designed to provide network coverage to a targeted area.
- Compliment and enhance existing wireless infrastructure by densifying wireless networks.
- High-density placement is key for small cells because in addition to traditional low-band spectrum, they can transmit data using mid- and high-band spectrum. Typically deployed on streetlights, utility poles or new poles in the public right-of-way (ROW) to bring the coverage closer to the user.
- Each small cell installation requires three things: power, back haul (dark fiber-optic cable) and a permitted space for installation. Fiber optic cable will be fed from each small cell back to an existing US Cellular macro site.

# Small Cell Build Objectives

- Establish a streamlined permitting process
- Deploy small cells in an efficient manner, small cells can be installed in as little as a few hours
- Improve and increase network capacity to provide the best wireless experience for our customers
- Prepare for 5G technology

# U.S. Cellular Small Cell Example Installations



Dubuque Light Pole



Pella Standalone US Cell Pole

Successful Deployment Locations in Iowa Include:  
Davenport, Burlington, Pella, Ankeny, Des Moines, West Des Moines, Indianola, Ames

# FCC Guidance

- On September 26, 2018 the FCC adopted a Declaratory Ruling and 3rd Report & Order to support the deployment of wireless facilities.
- State and/or local authorities may charge a nonrecurring fee of no more than \$500 for a single up-front application that includes up to five (5) small cells and an additional charge of no more than \$100 for each additional small cell application for collocation to existing infrastructure.
- State and/or local authorities may charge a nonrecurring fee of no more than \$1,000 for a new pole intended to support one or more small cells.
- State and/or local authorities may charge an annual recurring fee of \$270; including any ROW access fee or fee for attaching to state or local structures in the ROW.

# State of Iowa Cell Siting Act

- Chapter 8C, Iowa Cell Siting Act addresses small cells.
- \$500 for a single up-front application that includes up to five (5) small cells; additional charge of no more than \$50 for each additional small cell.
- Annual recurring fee not to exceed the rate established by the FCC (\$270).
- Small cell review and approval timelines:
  - 90 days to review and approve application.
  - Applications deemed approved if no action taken within 90 days.

# U.S. Cellular Deployment Plans



Please note, locations included in this map are not final and may change. Installation solution will impact final location.\*



# Small Cell Process

U.S. Cellular's goal is to work in partnership with the City of West Burlington to develop their Small Cell Permit process for the deployment of Small Cells in the public Right-of-Way.

- Pre-application meeting to review proposed locations
- Deployment Options
  - Collocation on Alliant Energy owned poles via existing Master Lease Agreement
  - Construction of new poles via a Master Lease/License Agreement with the City or via permitting process.
- Application and Annual Fees
  - \$500 – application fee for collocation (up to 5 sites), \$100 each additional site
  - \$1,000 – application fee for new pole
  - \$270 – annual fee for ROW access or collocation to City-owned structure
- File Consolidated Application for up to 25 sites



# Small Cell Process Continued

- Standardized Application Requirements
  - Site Specific Location Information
  - Structural Analysis
  - Construction Drawings
  - Equipment Information
- Review and Approval Timelines
  - 10 days – review and determine completeness of application
  - 60 days – review and approve collocation application
  - 90 days – review and approve new pole application
- Design Standards and Requirements
- Permit Term
  - Initial 5 year term
  - Autorenewal for 4 additional 5 year periods

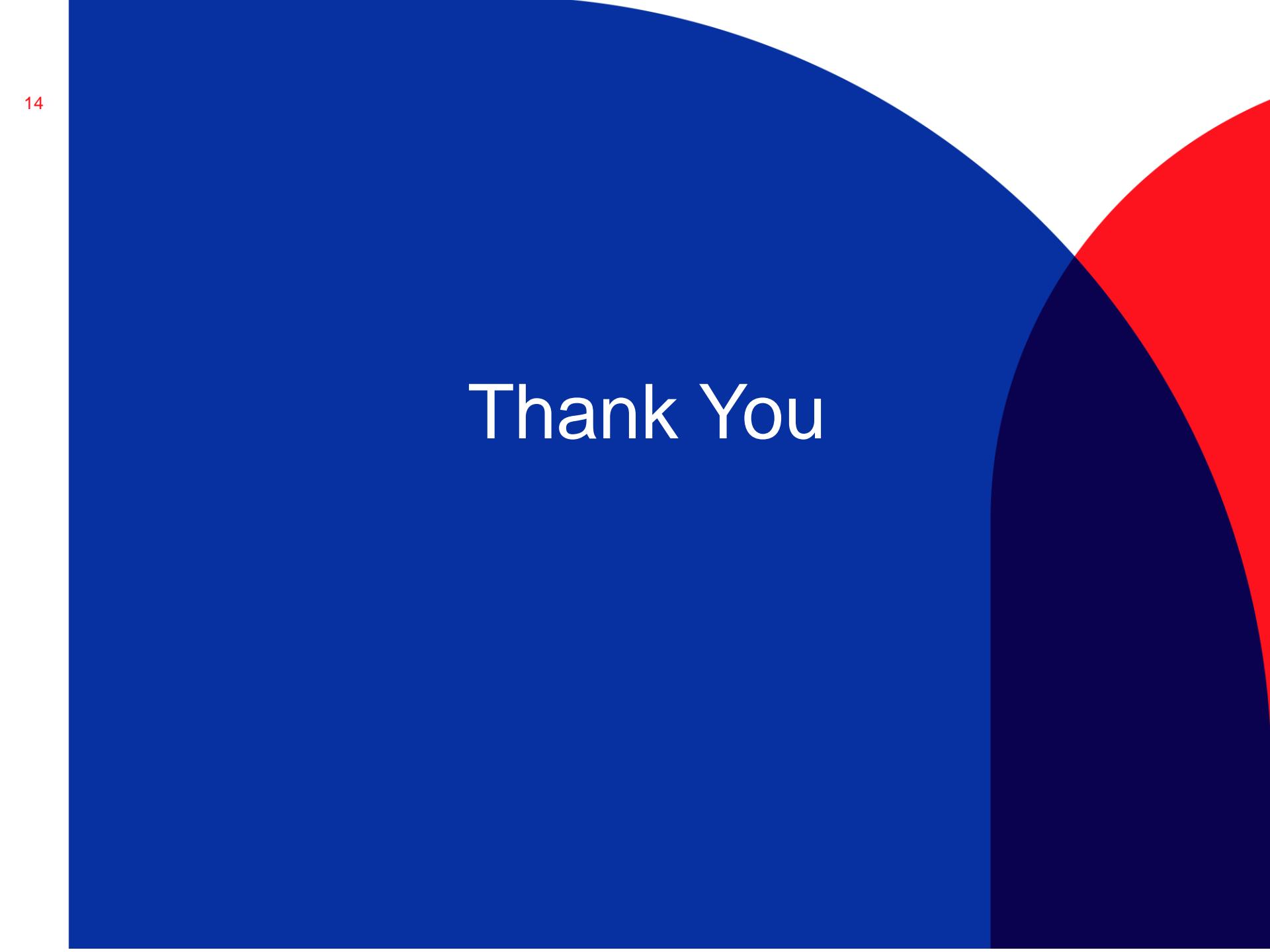
# Benefits to the City of West Burlington

- Network enhancements in high traffic areas across the City.
- Improved coverage and capacity.
- Partnership and collaboration to develop small cell process.
- U.S. Cellular adding revenue to the City of West Burlington via permitting and usage fees.



# Proposed Next Steps

1. Finalization of Proposed Locations
2. Finalization of Design for Proposed Locations
3. Permitting Requirements and Timelines



Thank You