



Memo

To: Honorable Mayor & City Council,

From: Utility Superintendent Victor Kane

CC: City Administrator Dylan Mulfinger

Reference: Funding Use.

Date: 02/04/21

It is my pleasure to keep focus of the many pieces of each department. Based on council input I guide the day-to-day operations to meet your long-term goals. This is a task I have always taken seriously. The numerous issues we face did not appear over the last few years. Nor will they all disappear over the next few. They can only be completed as funds and manhours dictate. From my aspect the only issue is trying to hold back the exuberance of the council as we move forward. Please be patient as we systematically work through everything to give us a repeatable framework to address water, sewer, and roads. After our recent discussions I know we are all headed in the same direction. Be assured that we are setting a solid course for the long haul.

Let's start with a review of some projects completed and ongoing in the last 5 years.

- 1) Council directed to start a sustainable watermain replacement program. Projects moving forward. Council working on reoccurring funding needed.
- 2) Council directed to correct overloading sewer main in the NE. Project moving forward and council working on reoccurring funding needed.
- 3) Addressed shutdown of the yard waste site by DNR while increasing needed tree removals. Transition completed with a sustainable process. Council addressing funding needs.
- 4) Completed the paving of 10th Street SE to Outer Road.
- 5) As directed, corrected the unsafe road condition in Wings East.
- 6) Participated in County paving projects of combined city/county roads.
- 7) As I requested, we repaired failing road panels, storm intakes and ditches. Most dangerous areas are addressed. Work load is now transitioning to programable yearly projects.
- 8) As we discussed, after addressing items in line #7 we are transitioning back to sealcoat projects. Currently lining up projects and will work out a maintenance/replacement program.
- 9) Based on council discussions we are proposing to resurface 12th Ave SE by the JR High.

Plus, we have suffered through unforeseen issues such as frost boils, flooding, storm damage and a pandemic. The Street Department was combined into the Utility Department. We modified snow plowing and pick up, increased street sweeping and addressed policies. Due to retirements, we will have 7 out of 11 staff members with experience ranging from 6 years down to 4 months and one left to hire. All of them requiring time to learn while becoming more efficient with the daily tasks. We upgraded the street building while addressing the ongoing equipment and vehicle issues. Completed major upgrades to wells and lift stations. I could go on as it is amazing all that has occurred in just 5 years. We all should be proud of how far we have come and the goals we have meet!

Now let us review the current items we are working through.

From the Desk of
Oelwein Utility Superintendent Victor Kane

Item #1) Spray Patch Machine (CIP request): I would never request equipment I did not believe would improve efficiency or be cost effective. Be assured we think through every angle of every purchase. Bottom line it will seal the patch over to prevent water from popping the patch lose. Everything else it also does is just icing on the cake!

Item #2) Bridge Replacement (Funds): I believe I have direction from council to gather cost of a study to detail this out more for a possible project in a year or two.

Item #3) Road Work (Funds): As I spelled out earlier, we have and are doing road work. I do not believe we will get the best bang from our buck by using all the funds here. We can easily burn it up in sealcoating, overlay areas and never tell we did. It's like tearing down houses there is always another one behind it. I believe we should do the section by the JR High with a portion of these funds. It gives us a long-term answer to an area that is extremely busted up. That generates lots of complaints due to its location. (Estimated Cost: \$55,000)

Item #4) Equipment Replacements (Funds):

Purchase a skid steer with attachment. Old one will remain in City service. Current Bobcat goes to Parks as an upgrade over the Cemetery Bobcat. Gives us an effective back up for a main snow removal piece of equipment. Allows them access to attachments we have. Old equipment being repurposed as we discussed. (Estimated Cost: \$85,000)

Purchase a dump truck and plow setup. It will be more efficient for snow removal due to the reduced size. The old tandem will remain in City service but will need a new box. Then we will use the tandem to haul trees, mulch, snow, asphalt, and slop. Once again old equipment being repurposed. (Estimated Cost: \$180,000)

Purchase a new loader and attachments. This is the only item that will leave the city service. For comparison, the prior administration traded a 2001 loader for a 2005 loader. (4 years old). Then the 2005 for the current 2011 loader (6 years old). I am proposing to trade the current 2011 loader for a 2021. (10 years old) We have already pushed back this purchase because we needed a dump truck replaced first. It is time due to age and increasing maintenance issues. Keep in mind there is only one loader within the city fleet. So down time is an issue with this machine. We need to upgrade to the quick disconnect system and purchase attachments to increase efficiency of the staff. Like a snow bucket to load 5 yards of material versus 3. The tree grapple for the hundreds of trees to yet to be removed. (Estimated Cost: \$156,000)

In Summary I have been working with my staff and Dylan to move the department in the direction given by the council. We are close to having it completed. I do not claim to have all the answers, but have supplied my vision and rational for what I propose. There are other options. However, after years of studying the workings of the departments I firmly believe these are the best moves. Leave the bulk of the road work in the budget. As for the idea one should keep old versus purchasing new, I agree. When it makes sense due to limited usage, physical condition, and available parts. In fact, we are by keeping the 13-year-old bobcat, the 18-year-old tandem. Just look through the Vehicle Report to see all the items and the ages of each. The best option is to replace the equipment, rehabilitate the road by the JR High and study the bridge replacements. Then see what we have left of the funds and use them effectively. We are on the same page. We are heading down the correct path. I hope that you will approve what I have proposed here. I am excited to move us forward. Thank you for your time.

Victor Kane

Street

Tandem	2002	18 years	Sterling	Specpro-LT7500	72,995	76,022	4,114 miles	3,027 miles
Dump	2014	6 years	Freightliner	1085D	16,958 1,289 hrs.	18,783 1,473 hrs.	2,090 miles 363 hrs.	1,825 miles 184 hrs.
Dump	2013	7 years	International	Maxx Force 7300	9,683 938 hrs.	11,010 1,082 hrs.	1,827 miles 299 hrs.	1,327 miles 144 hrs.
Dump	2014	6 years	Ford	Freight-108SD	9,745 miles 959 hrs.	12,370 miles 1,133 hrs.	3,929 miles 569 hrs.	2,625 miles 174 hrs.
Dump	2020	1 year	Freightliner	108SD				
Dump	1991	29 years	Ford	LN-7000	63,877	64,769	Been replaced	
Dump	1991	29 years	Ford	LN8000	63,010	63,756	Been replaced	
Loader	2011	10 years	Case	621E	4,022 hrs.	4,451 hrs.	935 hrs.	590 hrs.
	2005	6 years	John Deere	544K				
	2001	4 years	Case	621 D				
Backhoe	1996	24 years	John Deere	310D	4,275 hrs.	4,640 hrs.	457 hrs.	365 hrs.
Grader	1995	25 years	John Deere	570BX	4,575 hrs.	4,668 hrs.	368 hrs.	93 hrs.
Grader	2002	17 years	Volvo	G720VHP	1,111 hrs.	1,140 hrs.	83 hrs.	29 hrs.
Skid steer	2006	13 years	Bobcat	A300	2,954 hrs.	3,225 hrs.	642 hrs.	271 hrs.
	1998	21 years	Super Pac Roller	A471	825 hrs.	852 hrs.	32 hrs.	27 hrs.
	1972	47 years	SnoGo	INT	4,926 1071 hrs.	4,933	39 miles 000 hrs.	7 miles 000 hrs.

S-4	2013	7 years	International	Maxx Force 7300	9,683 938 hrs.	11,010 1,082 hrs.	1,827 miles 299 hrs.	1,327 miles 144 hrs.
S-5	1997	22 years	Ford	F250	63,061	64,850	587 miles	1,789 miles
B-1	2006	14 years	International	4200 VT	000 000 hrs.	39,175 6,093 hrs.	000 miles 000 hrs.	000 miles 000 hrs.
S-6	2014	6 years	Ford	Freight-108SD	9,745 miles 959 hrs.	12,370 miles 1,133 hrs.	3,929 miles 569 hrs.	2,625 miles 174 hrs.
S-7	1991	29 years	Ford	LN-7000	63,877	64,769	1,027 miles	892 miles
S-9	2020	1 year	Freightliner	108SD	0000 00 hrs.	39 6.2 hrs.	00 miles 00 hrs.	39 miles 6.2 hrs.
S-10	2016	4 years	Ford	F250 SRW	11,075	13,442	2,728 miles	2,367 miles
S-11	1991	29 years	Ford	LN8000	63,010	63,756	1,347 miles	746 miles
S-14	2004	16 years	Ford	XL F350	78,888	81,664	3,460 miles	2,776 miles
	1996	24 years	John Deere	310D	4,275 hrs.	4,640 hrs.	457 hrs.	365 hrs.
	1999	21 years	Elgin	Series P	19,314 3,950 hrs.	20,297 4,177 hrs.	295 miles 60 hrs.	983 miles 227 hrs.
	1995	25 years	John Deere	570BX	4,575 hrs.	4,668 hrs.	368 hrs.	93 hrs.
	2002	17 years	Volvo	G720VHP	1,111 hrs.	1,140 hrs.	83 hrs.	29 hrs.
	2011	8 years	Case	621E	4,022 hrs.	4,451 hrs.	935 hrs.	429 hrs.
	2020	1 year	John Deere	5090 E	00 hrs.	50 hrs.	00 hrs.	50 hrs.
	2006	13 years	Bobcat	A300	2,954 hrs.	3,225 hrs.	642 hrs.	271 hrs.
	1998	21 years	Super Pac Roller	A471	825 hrs.	852 hrs.	32 hrs.	27 hrs.

	1972	47 years	SnoGo	INT	4,926 1071 hrs.	4,933	39 miles 000 hrs.	7 miles 000 hrs.
	2007	12 years	Freightliner	VT 650 Sweeper	36,755 6,589 hrs.	36,994 6,666 hrs.	785 miles 164 hrs.	239 miles 77 hrs.
	1947	72 years	SnoGo	MTR	* 14,955 hrs./ 794 hrs.		*Zero use	
	Trailer Tilt bed							
Out Old W7	1991	29 years	Ford	F800	29,477	31,094	1,476 miles	1,617 miles
Junked	1997	22 years	Ford	F250				
Junked	2006	13 years	Ford	F-550				
Parks	1995	25 years	Ford	F250				
Traded	2003	15 years	Kioti	DK65				

Vehicle Report 2020

Completed 1/2021

City ID	YEAR		MAKE	MODEL	MILES / Hrs.		Misc. & Miles	
					2019-20	2020-21	2019-20	2020-21
Street								
	2002	18 years	Sterling	Specpro-LT7500	72,995	76,736	4,114 miles	3,741 miles
<p style="color: #A52A2A;">This truck is starting to be a maintenance issue. We want to replace it with a smaller truck, wider wheel base, with mid mount wing. Carries two less yards. Has one less axle, four less tires, better turn radius, cost less. Easier to use around town. Based on Cedar Rapids spec for their interior trucks. They use tandems on four lanes. Will allow us to keep the current truck to haul loads with but we need to replace the box. Cost: \$160,000 includes \$20,000 for replacement box.</p>								
	2011	8 years	Case	621E	4,022 hrs.	4,612 hrs.	935 hrs.	590 hrs.
<p style="color: #A52A2A;">This is the department work horse. It will have a quick attach to allow us to get more attachments for more efficient use. It will have a 4 in one bucket and we will purchase a tree grapple along with a snow/mulch bucket. Cost: \$156,000</p>								
	2006	13 years	Bobcat	A300	2,954 hrs.	3,290 hrs.	642 hrs.	336 hrs.
<p style="color: #A52A2A;">Self-leveling bucket Cost: \$85,000</p>								

Total \$401,000 Add 12th Ave SE = \$456,000

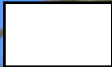
Bridges - lets hire them to do a preliminary design so we have a good idea how much. Give us time to figure the Plaza issue and address the sewer. We will have more info on the viaduct also. Then we can look at how we would fund everything and could replay later or in two years after next inspection cycle.

Streets - lets include 12th Ave at estimate of \$55,000. We are sealcoating West Charles in budget with some patch work. Otherwise, we need to coordinate water sewer and roads this year. Thus the 2023 start in my CIP.

Equipment – Lets by the above equipment and attachments.

I recommend equipment and 12th Ave SE with the \$500,000. Then we could use any excess to help pay for the bride cost study?









To: Mayor and City Council

From: Dylan Mulfinger

Subject: Road User Tax

Date: 01/25/2021

Mayor and Council,

Now that the city has funding in place and that revenues are no longer being speculated due to the pandemic. The City Council will need to determine the direction to spend the budgeted amount of funds shown below. Initially it was approved as road improvements. Discussions between the City Administrator and the Utility Superintendent have led to areas that currently serve a greater need. The City Administrator is looking to present ideas with direction from council and provide for a formal decision to be made at a council meeting.

- 2021 funds approved by City Council
 - \$100,000 Franchise
 - \$100,000 RUT reserve
 - \$200,000 Fund 314 leftover bond proceeds
 - \$100,000 RUT funds
 - Total \$500,000

Road user tax will have \$220,000 starting July of 2021 for the CIP.

The main focus of this discussion is bridges, equipment, and road repairs.

Chip seal: How long of rotation to get them all done?

1.	West Charles	\$26,000 in 2019		
2.	1 ST Avenue NE	32 x 3400	\$24,177	
3.	1 st Street SE	2 nd Avenue to 8 th Avenue	28 x 2200	\$12,320
4.	West Charles	1 st Avenue to Viaduct	40 x 800	\$6,400
5.	South Frederick	New Pavement to 5 th Street	40 x 1750	\$14,000

Crack Seal:

1.	7 th Street SE	South Frederick to 9 th Avenue SE		
2.	2 nd Avenue SE	7 th Street to 14 th Street		
3.	8 th Avenue NE	Charles to 6 th Street NE		
4.	8 th Avenue SE	3 rd Street to Charles		
5.	7 th Street SW	Frederick to 6 th Avenue	\$15,000 Combined	

Streets we want to replace:

Here are three roads and using \$265/ft. cost based off engineer estimated cost of Old Road. I have also added a per foot cost of engineering \$70/ft. based off actual engineering cost of Old Road.

PROJECTS: Submitted to STGB/Swap. (Upper Explorerland)

1.	6 th Street NE – 2,700 feet from North Frederick to 8 th Avenue NE	\$904,500 Estimate
2.	1 st Avenue NE – 3,600 feet from 9 th Street NE to North Frederick	\$1,206,000 Estimate
3.	6 th Avenue SW – 2,000 feet from West Charles to 4 th Street SW	\$670,000 Estimate

Gravel roads to be chip sealed:

2 nd Street SW	10 th to 13 th Avenue	22 x 1171	\$5,724
1 st Street NW	10 th to 12 th Avenue	15 x 770	\$2,566
2 nd Street NW	10 th to 13 th Avenue	18 x 1100	\$4,400
13 th Avenue SW	Charles to 12 th Ave	22 x 1750	\$8,555
6 th Street NW	3 rd Avenue to Great Western	22 x 1650	\$8,066
Great Western	6 th Street to 4 th Street	20 x 1442	\$6,408
5 th Street SW	6 th Avenue to 4 ½ Street	20 x 1300	\$8,345
5 th Avenue SW	5 th Street to 4 ½ Street	18 x 340	\$1,360
4 th Avenue SW	8 th Street to Dead End	15 x 365	\$1,216
Mulford Drive	3 rd Avenue to Dead End	18 x 400	\$1,600
4 th Avenue NW	2 nd Street to Dead End	22 x 320	\$1,564
2 nd Avenue SE	10 th Street to 11 th Street	18 x 500	\$2,000
11 th Street SE	Frederick to 2 nd Avenue	18 x 500	\$2,000

Total: \$53,804