

**ACKNOWLEDGEMENT OF RECEIPT OF NOTICE OF MEETING  
OF THE MAYOR AND CITY COUNCIL OF  
THE CITY OF DAVID CITY, NEBRASKA**

The undersigned members of the governing body of the City of David City, Nebraska, hereby acknowledge receipt of advance notice of a regular meeting of said body and the agenda for such meeting to be held at 7:00 o'clock p.m. on the **13<sup>th</sup> day of January, 2016**, in the meeting room of the City Office, 557 N 4<sup>th</sup> Street, David City, Nebraska.

This agenda is available for public inspection in the office of the City Clerk and may be modified up to twenty-four hours prior to the opening of the meeting.

Dated this 7th day of January, 2016.

**AGENDA AS FOLLOWS:**

- |   |  |
|---|--|
| 1. Roll Call;   | <hr/> Mayor Alan Zavodny                 |
| 2. Pledge of Allegiance;  | <hr/> Council President Gary L. Kroesing |
| 3. Inform the Public about the location of the Open Meetings Act and the Citizens Participation Rules;  | <hr/> Council member Michael E. Rogers   |
| 4. Minutes of the December 9 <sup>th</sup> , meeting of the Mayor and City Council;   | <hr/> Council member Thomas J. Kobus     |
| 5. Consideration of Claims;   | <hr/> Council member Kevin N. Hotovy     |
| 6. Committee and Officer Reports;   | <hr/> Council member Gary D. Smith       |
| 7. Consideration of accepting the KENO Audit for fiscal year ended September 30, 2015;  | <hr/> Council member John P. Vandenberg  |
| 8. Consideration of accepting the Audit for October 1, 2014 to September 30, 2015 as presented by Joe Held of Kruse, Schumacher, Smejkal, & Brockhaus PC;   | <hr/> City Clerk Joan E. Kovar           |
| 9. 7;30 p.m. Public Hearing to consider the adoption of a One-Year and Six-Year Street Improvement Program for the City of David City;  |  |
| 10. Consideration of Resolution No. 1 – 2016 accepting the One-Year and Six-Year Street Improvement Plans;  |  |
| 11. Consideration of the bids received for furnishing all labor, equipment, and materials to remove the existing concrete drainage structure and construct a twin 8'x6'x52' reinforced concrete box culvert on 11 <sup>th</sup> Street just south of 11 <sup>th</sup> & Kansas; |  |

12. Consideration of Change Order No. 1, 11<sup>th</sup> Street Box Culvert, designating 60 Calendar Days, substantial completion by May 1, 2016, ready for final payment and completed by May 31, 2016; Contractor shall pay Owner \$500 for each day that expires after the completion dates;
13. Presentation / Update by Dawn Danley concerning the Downtown Redevelopment Project;
14. Presentation / Update by Eric Johnson concerning the Annual Airport Capital Improvement Program;
15. Public Hearing for a Variance Request for installing a sidewalk on the property located at Lots 1, 4, & 5, Block 12, East David City Addition (Tim Wollmer, 1375 C Street);
16. Consideration of the Variance Request for installing a sidewalk on the property located at 1375 C Street, David City, NE;
17. Consideration of Ordinance No. 1242 amending the effective date of June 1, 2016 to "As Soon As Possible – ASAP" for the vacating of 8<sup>th</sup> Street from the north side of "D" Street to the south side of "E" Street as requested by David City Public School District #56;
18. Consideration of Resolution No. 2 – 2016 authorizing David City Public School District #56 to move the sewer line on their property, at their expense, so that the sewer line is not located beneath their building addition;
19. Consideration of the Nebraska Transportation Service Base Agreement between Black Hills/Nebraska Gas Utility Company LLC and the City of David City;
20. Consideration of the request by Butler County Emergency Management to place an additional microwave link on the old water tower;
21. Discussion concerning a taxi-way at the Airport for Jared Storm
22. Discussion concerning the City's Information Technology update needs;
23. Public Hearing to amend Ordinance No. 1060 – Zoning Ordinance to add Section 2.02 Definitions, Section 4.25 Mobile Food Units; and to amend C-1 Highway Commercial Section 5.11.05 Permitted Temporary Uses by adding #5 – Mobile Food Units, C-2 Downtown Commercial Section 5.12.04 Permitted Temporary Uses by adding #6 – Mobile Food Units, I-1 Light Industrial Section 5.13.02 Permitted Uses by adding #31 – Mobile Food Units, I-2 Heavy Industrial Section 5.14.02 Permitted Uses by adding #37 – Mobile Food Units and FS – Flex Space Section 5.15.04 Permitted Temporary Uses by adding #5 – Mobile Food Units.

24. Consideration of Ordinance No. 1243 amend Ordinance No. 1060 – Zoning Ordinance to add Section 2.02 Definitions, Section 4.25 Mobile Food Units; and to amend C-1 Highway Commercial Section 5.11.05 Permitted Temporary Uses by adding #5 – Mobile Food Units, C-2 Downtown Commercial Section 5.12.04 Permitted Temporary Uses by adding #6 – Mobile Food Units, I-1 Light Industrial Section 5.13.02 Permitted Uses by adding #31 – Mobile Food Units, I-2 Heavy Industrial Section 5.14.02 Permitted Uses by adding #37 – Mobile Food Units and FS – Flex Space Section 5.15.04 Permitted Temporary Uses by adding #5 – Mobile Food Units;
25. Consideration of the request by Jim Novacek, on behalf of the Knights of Columbus and the Lincoln Food Bank, that the rental fees for the use of the City Auditorium be reduced or waived once each month for the food distribution program;
26. Adjourn.

## CITY COUNCIL PROCEEDINGS

January 13, 2016

The City Council of the City of David City, Nebraska, met in open public session in the meeting room of the City Office, 557 N 4<sup>th</sup> Street, David City, Nebraska. The Public had been advised of the meeting by publication of notice in The Banner Press on January 7<sup>th</sup>, and an affidavit of the publisher is on file in the office of the City Clerk. The Mayor and members of the City Council acknowledged advance notice of the meeting by signing the Agenda which is a part of these minutes. The advance notice to the Public, Mayor, and Council members conveyed the availability of the agenda, which was kept continuously current in the office of the City Clerk and was available for public inspection during regular office hours. No new items were added to the agenda during the twenty-four hours immediately prior to the opening of the Council meeting.

Present for the meeting were: Mayor Alan Zavodny, Council President Gary Kroesing, Council members Tom Kobus, Mike Rogers, Kevin Hotovy, and John Vandenberg, City Attorney James Egr and City Clerk Joan Kovar. Council member Gary Smith was absent.

Also present for the meeting were: Kay Kudlacek of Moravec & Associates, Joe Held of Kruse, Schumacher, Smejkal, & Brockhaus PC, Matt Rief of Olsson Associates, Dawn Danley & Al Hottovy of Leo A. Daly, Eric Johnson of Kirkham Michael, Chad Denker of David City Public School District #56, Scott Steager, Shawn Koranda of Storm Land Holdings, LLC, Janis Cameron, David McPhillips, Banner Press Editor Larry Peirce, Street Supervisor Rodney Rech, Power Plant Supervisor Eric Betzen, and Sewer Supervisor Kevin Betzen.

The meeting opened with the Pledge of Allegiance.

Mayor Zavodny informed the public of the “Open Meetings Act” posted on the north wall of the meeting room.

The minutes of the December 9<sup>th</sup>, 2015 meeting of the Mayor and City Council were approved upon a motion by Council member Vandenberg and seconded by Council member Kobus. Voting AYE: Council members Kroesing, Hotovy, Rogers, Kobus, and Vandenberg. Voting NAY: None. Council member Smith was absent. The motion carried.

Mayor Zavodny asked for consideration of claims. Council member Roger made a motion to authorize the payment of claims and Council member Hotovy seconded the motion. Voting AYE: Council members Vandenberg, Kobus, Kroesing, Hotovy, and Rogers. Voting NAY: None. Council member Smith was absent. The motion carried.

Mayor Zavodny asked for any comments or questions concerning the Committee and Officer Reports.

Council member Kroesing stated: "I like Joan's succession plan for the City Office. It makes me curious if every other department has one of those? I also think the book with typed out instructions of the job duties is a good idea also."

Mayor Zavodny agreed saying: "That would be a good idea for all of the department heads to do."

Council member Kroesing also stated that he read the report from Craig Reinsch of Olsson Associates concerning the auger monster at the WWTP, and after reading that, he almost wishes we'd have left it sitting in the grass.

Good morning. We have completed our site and code review for the auger monster building at the WWTP and have the following comments/observations to discuss.

According to 10 States Standards for wastewater, headworks or solids screening facilities that are enclosed are classified as an environment that requires explosion-proof electrical components. In discussions with Electric Pump, the vendor for the equipment, the components in the panels are intrinsically safe, but the enclosures are not classified as explosion-proof. The level transducers and auger motor are explosion-proof. The electrical components in the building are not. This gives us a couple of options.

1. Right now, the overhead door opening on the east side of the building is left open, which means that the space isn't fully enclosed. If the space is not enclosed, then the argument can be made that the environment shouldn't be classified as explosion-proof. This means that the electrical and other components can be left as is. However, that means that the water supply to the auger would need to be protected against freezing, or the water supply is turned off in colder temperatures. We have confirmed with Electric Pump regarding turning off the water supply during the colder months. They prefer turning the water supply off, to letting it run continuously. The City may want to watch for build-up on the screen and wash it off periodically, if needed. The water supply could still be within a small room that is separated from the main room, and provided with a small heater. The water piping could be insulated and slope toward the auger to drain during cold temperatures.
2. If the door is installed and left closed, then the space would be classified as an explosion-proof environment. This would require that the electrical and mechanical systems be re-done. Existing PVC conduit would need to be replaced with aluminum conduit. New electrical outlets, switches, and fixtures would need to be provided. The control panel would need to be relocated outside with a lean-to or other shelter to get it out of the environment. The mechanical system would need to include a blower and louver for air transfer, which would run continuously. An explosion-proof heater would also be required. With the continuous air changes, this will be expensive (an energy hog).

Do you have a list of what the electrical fixtures that were used for the building? A Grainger or other type of receipt of building material would provide some additional insight as to what the component classifications are.

Option #1 is the least expensive of the options at this point, but also doesn't provide the greatest operational flexibility. Please take a look at the information and options and let me know what thoughts you have on how you would like us to proceed. If Option #1 is chosen, we will proceed with wrapping up the plans and specifications by the end of January for submittal to NDEQ. If Option #2 is selected, we will have additional work to design HVAC and electrical systems, and additional design fees will be required in order to submit more detailed plans/specifications to NDEQ. Once the direction is decided, we can provide design fees to complete the requested work.

Council member Kroesing made a motion to accept the committee and officers reports as presented. Council member Vandenberg seconded the motion. Voting AYE: Council members Hotovy, Kobus, Vandenberg, Rogers, and Kroesing. Voting NAY: None. Council member Smith was absent. The motion carried.

Kay Kudlacek of Moravec & Associates, CPA, presented the results of the Keno Audit for the fiscal year ended September 30, 2015. Kay explained that Title 316, Chapter 35, Section 616 of the Nebraska Administrative Code requires a city to annually perform compliance procedures of its keno lottery prescribed by the Nebraska Department of Revenue. There are eleven compliance checks, four compliance checks don't even apply because they are for the manual ball draw method and David City's are all computerized. As part of the compliance procedures they verify the accuracy of monthly game summary information, reconcile all of the deposits to the bank accounts to determine the proper amount has been deposited within a reasonable time frame, examine any cash overages or shortages in excess of \$25 per keno writer per shift, per day, and report unexplained and unresolved discrepancies and irregularities,

verify that the computer generated prize pay tables agree with the published prize pay tables, examine the financial security provided for prize payments to verify that the funds are guaranteed and in compliance with the regulations, and ensure that all lottery records are maintained. After they did the compliance checks they did not find any issues with any of the items so everything was in compliance.

Council member Hotovy made a motion to accept the Keno Audit for fiscal year ended September 30, 2015. Council member Kobus seconded the motion. Voting AYE: Council members Kroesing, Rogers, Vandenberg, Kobus, and Hotovy. Voting NAY: None. Council member Smith was absent. The motion carried.

Joe Held Jr., Staff Accountant of Kruse, Schumacher, Smejkal, & Brockhaus PC, stated: "I thought everything went really well this year we issued a clean opinion. We did have two findings which we've had every year. One is the segregation of duties regarding the utility receipts. Sometimes the gals up front handle the money that gets brought in, they make out the deposit, sometimes they take the deposits to the bank, and they post the transactions. We like to see a little more segregation than that but with the small staff here that's just kind of the way it is, and we understand that but we just like to bring that to your attention. The other finding we had is in regards to management not being able to prepare their own financial statements and that's a common finding for all of the smaller governmentals we do, so nothing out of the ordinary that you have to be concerned about. In comparing the 9-30-14 audit with the 9-30-15 audit, probably the biggest change was that in the 9-30-14 audit you guys paid down a lot of your debt. In 9-30-15 there wasn't as much debt paid down. We confirm all of the cash balances with the banks that you have your money in and also the debt balances. Those are the two biggest things we do to make sure those are accurate. We also test the revenue and expense accounts in comparison with the prior years and if something jumps out we want to make sure we can view the receipts or track the revenue as to why those vary so much or if I can note it in the minutes that you guys talked about it. So, from 2014 to 2015 not a lot of major changes for you guys. I think going forward the big things we've noticed are the Downtown Improvement Project and the Airport Project which we're probably going to keep an eye on. The Airport Project might have to have a single audit depending on the amount of federal funding you receive for that. Otherwise I don't probably need to get into specifics unless you guys would like me to. Always feel free to ask questions; tonight, give me a call, ask Joan she has my number and e-mail if there's anything like that. Joan does a great job here of keeping everything in order, getting things to us; Tami and Lori do as well. It's a great client for us it usually goes pretty smooth, this year went really good, so just a great relationship we have and I appreciate us being able to provide this service for you."

There being no questions, Council member Kroesing made a motion to accept the audited Financial Statements for fiscal year October 1, 2014 to September 30, 2015 as presented by Joe Held Jr. of Kruse, Schumacher, Smejkal, & Brockhaus, P.C. Council member Kobus seconded the motion. Voting AYE: Council members Hotovy, Vandenberg, Rogers, Kobus, and Kroesing. Voting NAY: None. Council member Smith was absent. The motion carried.

As the next agenda item was a 7:30 p.m. Public Hearing, and it was not yet 7:30 p.m., Council member Kroesing made a motion to advance to Agenda Items #11 – Consideration of the bids received for furnishing all labor, equipment, and materials to remove the existing concrete drainage structure and construct a twin 8'x6'x52' reinforced concrete box culvert on

11<sup>th</sup> Street just south of 11<sup>th</sup> & Kansas, and #12 – Consideration of Change Order No. 1, 11<sup>th</sup> Street Box Culvert, designating 60 Calendar Days, substantial completion by May 1, 2016, ready for final payment and completed by May 31, 2016; contractor shall pay Owner \$500 for each day that expires after the completion dates. Council member Kobus seconded the motion. Voting AYE: Council members Rogers, Hotovy, Kroesing, Vandenberg, and Kobus. Voting NAY: None. Council member Smith was absent. The motion carried.

Matt Rief of Olsson Associates presented the bid tabulations of the bids received for the 11<sup>th</sup> Street box culvert as follows:

CONTRACTOR				Yong Construction Co.		M E Collins contracting Co, Inc.		K2 Construction	
Item No.	ITEM	UNIT	QTY.	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension
<b>Base Bid: 11th Street Box Culvert</b>									
1	Twin 8'x6'x52' Concrete Box Culvert	LS	1	\$70,000.00	\$70,000.00	\$107,220.00	\$107,220.00	\$135,000.00	\$135,000.00
2	Remove Concrete Structure	LS	1	\$27,000.00	\$27,000.00	\$8,280.00	\$8,280.00	\$3,500.00	\$3,500.00
3	Gravel Surfacing	TONS	82	\$40.00	\$3,280.00	\$34.70	\$2,845.40	\$30.00	\$2,460.00
4	Erosion Control Blanket, Class 1D	SY	775	\$3.00	\$2,325.00	\$2.60	\$2,015.00	\$3.50	\$2,712.50
5	Seeding	SY	775	\$3.00	\$2,325.00	\$1.20	\$930.00	\$1.50	\$1,162.50
6	Earthwork	LS	1	\$13,160.00	\$13,160.00	\$8,830.00	\$8,830.00	\$10,000.00	\$10,000.00
7	Silt Fence	LF	230	\$4.00	\$920.00	\$3.80	\$874.00	\$5.00	\$1,150.00
<b>TOTAL BASE BID: 11TH STREET BOX CULVERT</b>					<b>\$119,010.00</b>		<b>128,994.40</b>		<b>155,985.00</b>
Substantially Complete on or before				May 1, 2016		May 1, 2016		May 1, 2016	
Completed and Ready for Final Payment on or before				May 31, 2016		May 31, 2016		May 31, 2016	
Addendum No. 1				X		X		X	
Bid Guarantee:				5%		5%		5%	
Remarks:									

Matt stated: "The bids are pretty competitive. I checked on Yong Construction as I did not know them; they are kind of a start-up company out of Valley, Nebraska. I found out they can do the quality work but they are a little slow. There is a little bit of concern because if you are going to replace that structure you are taking out that direct route for the residents of Hildy 1<sup>st</sup> Addition. You will see on Agenda Item #12, there is a change order, basically limiting construction to 60 days. If they go past those 60 calendar days there's a \$500.00 liquidated damages per day. This is 60 calendar days; there is weather built into that 60 calendar days. We have a May 1<sup>st</sup> completion date."

Council member Kobus stated: "I don't feel comfortable doing something with somebody we don't know a thing about. I've never heard of them."

Matt stated: "I called them. I called the City of Fremont and they said they can get the job done; there were some timing issues. I talked to Benesch, who is another consultant, they had them in Lincoln on a project and they said they can get the job done. They kind of said the same thing, that their timing isn't their best. So what I am trying to do is, having this change order saying you have to live by this time frame."

Council member Rogers asked Matt Rief: "Do you feel comfortable with them?"

Matt stated: "I am recommending award of the project to Yong construction contingent on the attached Change Order. I would not recommend them if it wasn't for the Change Order."

Council member Rogers then asked: "On that culvert, are we going to straighten out that road?"

Matt stated: "We are straightening it out a little bit, but not totally. If we wanted to totally straighten it out, we would impact the golf course. We are going to help it, but we are not going to totally straighten it. We are going to kind of smooth it out from where the pavement ends there at Kansas Street on the north, just north of that drainage structure and then kind of straighten it out there, so it should help, but if you go from the intersection to the two subdivisions it will not be a straight line, I can tell you that right now."

Street Supervisor Rodney Rech stated: "They want to start February 1<sup>st</sup> or sometime around there. It puts me in a big disadvantage to get there to open streets with snowfall. It would be my responsibility to blade the road north of the Airport (Butler County Road 34) and then back north (on Butler County Road "N") to the St. Mary's Cemetery and Hilderbrand's Addition. So with that bridge closed I take that as my responsibility to clean that road since Hildy's Addition is annexed and there is no other access road. We have to go out there with the loader, Chris Kroesing does all of Hildy's 1<sup>st</sup> Addition with the loader, and then I go out there with the grader on the gravel roads because I can regulate the depth of my blade."

Mayor Zavodny stated: "That is a potential huge inconvenience for people who live there. If we get a lot of snow later in the year and they have to go clear around, those roads may not be passable and then they're kind of landlocked."

Matt Rief stated: "Well here's the flip side, you delay it and you might have a rainy season, then it gets harder on construction with building the box culvert. It's easier to build in the winter. You're not going to be guaranteed a win either way."

Street Supervisor Rech stated: "I and Matt talked about this, and Matt talked to the contractor; the culvert that goes across Kansas Street north and south, it's about 12' – 14' with an elbow going southwest, so I can mow it right now, it's got a drop off of 5', and if we put that culvert in it would allow me to mow it better and make it look a lot better."

Matt Rief stated: "That had a price of about \$760.00 to do like a 15' extension, which there's about \$500.00 in materials. I did not include that in the change order, we can add that on later."

Mayor Zavodny stated: "You're recommending that we go with Yong Construction. I do kind of share Tom's (Kobus) concern to you, it's like known quantity is better. There is about a \$9,000 difference, but you're pretty confident?"

Matt Rief stated: "M.E. Collins is a good contractor, a reputable contractor, I know they are, but it's hard to take out a low bidder and I think the City can attest to that."

Mayor Zavodny agreed saying: "Yes, especially if there's not a real compelling reason to believe they can't do the job."

Matt Rief stated: "Yes, and that's why we did the change order. So, my recommendation is contingent on the Change Order."

Council member Kobus expressed some concerns. Council member Kroesing stated that the only one he was familiar with was M.E. Collins and Council member Rogers agreed. Discussion followed.

Council member Rogers made a motion to award the contract to M.E. Collins. Council member Kobus seconded the motion. Mayor Zavodny asked if there was any further discussion and asked City Attorney Egr how we were on legal ground.

City Attorney Egr stated: "The price variance is enough to give a concern, I'll be quite frank with you. Yes, Yong Construction is a young company; there is a noticeable spread in there. The Sutton case doesn't say that you have to go with the lowest bid but it does show you have to have some reasonable grounds to show that they could not do the job and do the job in a good way. Yes, they may be slow, but we can cover that with the Change Order. If they can do the job and they do a good job.....you can't show that they do shoddy work....they may have a case against the city. The City can reject any and all bids, and rebid it, but then what are you going to go through. You want to start in February or March? That process is going to take you some time. Unless there is something of record to show that there's going to be a problem with them doing a good job. Just because they're a young company and just because they've been slow on some things, which you can cover with the Change Order, I think this raises some questions."

Matt Rief stated: "I had two references that said they can do quality work, and box culvert work is not that difficult. Under our current contract with the City we can make a couple of extra trips up here to make sure they are doing their job. I believe we can do that."

Roll call to award the contract to M.E. Collins. Voting AYE: Council members Kobus and Rogers. Voting NAY: Council members Hotovy, Kroesing, Vandenberg, and Mayor Zavodny. The motion failed.

Council member Hotovy made a motion to award the contract to Yong Construction Co. for furnishing all labor, equipment, and materials to remove the existing concrete drainage structure and construct a twin 8'x6'x52' reinforced concrete box culvert on 11<sup>th</sup> Street just south of 11<sup>th</sup> & Kansas Streets. Council member Kroesing seconded the motion. Voting AYE: Council members Hotovy, Kroesing, Vandenberg, and Mayor Zavodny. Voting NAY: Kobus and Rogers. Council member Smith was absent. The motion carried.

Council member Kroesing made a motion to approve Change Order No. 1, 11<sup>th</sup> Street Box Culvert, designating 60 calendar days, completed by May 31, 2016, and liquidated damages of \$500 for each day that expires after such time until the work is completed. Council member Rogers seconded the motion. Voting AYE: Council members Hotovy, Kroesing, Vandenberg, and Rogers. Voting NAY: Council member Kobus. Council member Smith was absent. The motion carried.

Date of Issuance: \_\_\_\_\_ Effective Date: \_\_\_\_\_

Project: 11 <sup>th</sup> Street Box Culvert, David City, Nebraska - 2015	Owner: City of David City, Nebraska	Owner's Contract No.:
Contract: 11 <sup>th</sup> Street Box Culvert		Date of Contract:
Contractor: Yong Construction Co., 12 Ginger Cove Rd., Valley, Nebraska 68064		Engineer's Project No.: 014-2572

**The Contract Documents are modified as follows upon execution of this Change Order:**

Description: Redefine Time of Completion (see "Change in Contract Times" below) and change Liquidated Damages to include the following :  
Owner and Contractor agree that as liquidated damages for delay (but not as a penalty):

1. Substantial Completion: Contractor shall pay Owner \$500.00 for each day that expires after the time (as duly adjusted pursuant to the Contract) specified in Paragraph 4.02.A above for Substantial Completion until the Work is substantially complete.
2. Completion of Remaining Work: After Substantial Completion, if Contractor shall neglect, refuse, or fail to complete the remaining Work within the Contract Time (as duly adjusted pursuant to the Contract) for completion and readiness for final payment, Contractor shall pay Owner \$500.00 for each day that expires after such time until the Work is completed and ready for final payment.
3. Liquidated damages for failing to timely attain Substantial Completion and final completion are not additive and will not be imposed concurrently.

Attachments: (List documents supporting change):  
\_\_\_\_\_  
\_\_\_\_\_

**CHANGE IN CONTRACT PRICE:**

Original Contract Price:

\$ 119,010.00

[Increase] [Decrease] from previously approved Change Orders

No. 0 to No. 0 :

\$ 0.00

Contract Price prior to this Change Order:

\$ 119,010.00

[Increase] [Decrease] of this Change Order:

\$ 0.00

Contract Price incorporating this Change Order:

\$ 119,010.00

**CHANGE IN CONTRACT TIMES:**

Original  Working days  Calendar days

Substantial completion (days or date): May 1, 2016

Ready for final payment (days or date): May 31, 2016

[Increase] [Decrease] from previously approved Change Orders

No. 0 to No. 0 :

Substantial completion (days or date): N/A

Ready for final payment (days or date): N/A

Contract Times prior to this Change Order:

Substantial completion (days or date): May 1, 2016

Ready for final payment (days or date): May 1, 2016

[Increase] [Decrease] of this Change Order:

Substantial completion (days or date): 60 Calendar Days and completed by May 1, 2016

Ready for final payment (days or date): 60 Calendar Days and completed by May 31, 2016

Contract Times with all approved Change Orders:

Substantial completion (days or date): 60 Calendar Days and completed by May 1, 2016

Ready for final payment (days or date): 60 Calendar Days and completed by May 31, 2016

RECOMMENDED: Olsson Associates

ACCEPTED: City of David City, Nebraska

ACCEPTED: Yong Construction Co.

By: \_\_\_\_\_  
Engineer (Authorized Signature)

By: \_\_\_\_\_  
Owner (Authorized Signature)

By: \_\_\_\_\_  
Contractor (Authorized Signature)

Date: \_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_

Approved by Funding Agency (if applicable): \_\_\_\_\_

Date: \_\_\_\_\_

Mayor Zavodny opened the Public Hearing at 7:38 p.m. to consider the adoption of a One-Year and Six-Year Street Improvement Program for the City.

Matt Rief of Olsson Associates stated: "Basically every year, for the tax monies that the City receives from the State, we have to submit the One and Six Year Street Improvement Plan. We sat down with Sod (Street Supervisor Rodney Rech) and discussed these. On the One Year plan the big project is the Downtown and then "O" Street on the north end of town from 4<sup>th</sup> to 11<sup>th</sup> Street. I did check and we don't add the streets in the proposed Sabata's 3<sup>rd</sup> Addition until the streets are constructed by the developer and accepted by the City. We also have the "A" Street culvert, the 11<sup>th</sup> Street box culvert which we just approved, and two projects: 11th Street to Hildy's Addition (11<sup>th</sup> from Kansas to 470' south) and then from Hildy's to St. Mary's Cemetery. Those are basically the One Year Plan. I don't know if you want to move forward with any of these projects, we can take them off, we can move on, it doesn't exactly commit you to it, but, you have to have them on the plan if you are going to move forward with them this year. The Six Year Plan was discussed briefly. Discussion followed.

Street Superintendent Rodney Rech stated that Jerry Hain of Olsson Associates, who was the Street Superintendent for the City, has retired so Denny Graham of Olsson Associates will be the new Street Superintendent for the City.

Mayor Zavodny closed the Public Hearing at 7:51 p.m. Council member Kroesing introduced Resolution No. 1 – 2016 accepting the One-Year and Six-Year Street Improvement Plans and moved for its passage and adoption. Council member Kobus seconded the motion. Voting AYE: Council members Rogers, Vandenberg, Hotovy, Kobus, and Kroesing. Voting NAY: None. Council member Smith was absent. The motion carried.

**RESOLUTION NO. 1 - 2016**

WHEREAS, The City of David City, Nebraska, has conducted a Public Hearing on January 13, 2016, in accordance with the requirements of the Board of Public Roads Classifications and Standards.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF DAVID CITY, NEBRASKA, that the One Year and Six Year Street Improvement Plans for Streets, as presented at the public hearing, are unanimously accepted and the City Clerk is hereby instructed to forward a certified copy of this resolution to the Board of Public Roads Classification and Standards of the State of Nebraska.

PASSED AND APPROVED this 13<sup>th</sup> day of January, 2016.

---

Mayor Alan Zavodny

---

City Clerk Joan E. Kovar

January 13, 2016

**ONE AND SIX YEAR  
STREET IMPROVEMENT PLAN  
2016-2021**

**THE CITY OF DAVID CITY, NEBRASKA**

In 1970, the State of Nebraska initiated a program developed to provide an integrated system of public roads for the state, counties, and municipalities. The Department of Roads and each county and municipality develops and files with the Nebraska Board of Public Roads Classifications and Standards a long-range Six-Year plan of highway, road and street improvements.

The Six Year plan is required by law to be extended annually and kept on file with the Nebraska Board of Public Roads Classifications and Standards.

Along with the Six Year plan, a One Year plan shall be annually prepared and filed with the Nebraska Board of Public Roads Classifications and Standards for specific highway, road and street improvements for the current year.

These plans must first be approved and adopted by the Governing Body after a public hearing.

The 2016 – 2021 One and Six Year Street Improvement Plan includes the following and is described in more detail on the following NBCS Forms.

- A. The One Year Street Improvement Plan for 2016 consists of six projects. These projects contain approximately twenty-two blocks of street paving and replacement or widening of an existing bridge. The total estimate for these projects is \$9,130,000.
- B. The remaining thirteen projects on the Six Year Street Improvement Plan for 2016-2021 consist of approximately thirty-five blocks of street paving. The total estimate for these projects is \$3,844,000.

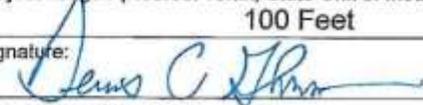
The estimated cost of all the projects is \$12,974,000.

- C. A location map and a breakdown of the individual projects and their estimated costs are included in this report.

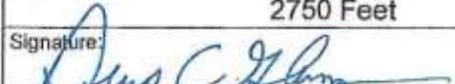
G:\Lincoln\Teams\PBIN\STREET SUPERINTENDENT\2016 1 & 6 Year\David City\ONEandSIX.doc



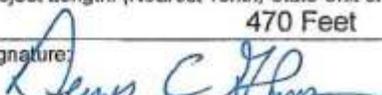
**Board of Public Roads Classifications and Standards**  
**Form 7 One- and Six-Year Plan**  
**Highway or Street Improvement Project**

County:	City: <b>David City</b>	Village:				
Location Description: A Street culvert-bridge near the East Corporate Limits						
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Armorcoat						
Average Daily Traffic: <b>2016 = 100, 2036 = 125 (est)</b>		Classification Type: <i>(As shown on Functional Classification Map)</i> <b>Local</b>				
<b>PROPOSED IMPROVEMENT</b>						
Design Standard Number: <b>Municipal</b>	<b>Surfacing</b>	Thickness: <b>TBD</b> Width: <b>TBD</b>				
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way				
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments				
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing				
<input checked="" type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks				
<input type="checkbox"/> Lighting						
<input type="checkbox"/>						
<input type="checkbox"/>						
<input type="checkbox"/>						
<b>Bridge to Remain in Place</b>	Roadway Width:	Length:      Type:				
<b>New Bridge</b>	Roadway Width:	Length:      Type:				
<b>Box Culvert</b>	Span:      Rise:      Length:	Type:				
<b>Culvert</b>	Diameter:      Length:	Type:				
<b>Bridges and Culverts Sized</b>	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Hydraulic Analysis Pending					
Other Construction Features: Drainage study and existing structure evaluation to be conducted to determine removal and replacement with a culvert or a bridge.						
<b>ESTIMATED COST</b> <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY <b>40</b>	★ CITY <b>40</b>	★ STATE	★ FEDERAL	★ OTHER	TOTAL <b>80</b>
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> <b>100 Feet</b>			Project No.: <b>M-238-145</b>			
Signature: 		Title: <b>Street Superintendent S-1120</b>		Date: <b>January 13, 2016</b>		

**Board of Public Roads Classifications and Standards**  
**Form 7 One- and Six-Year Plan**  
**Highway or Street Improvement Project**

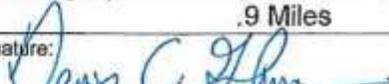
County:	City: <b>David City</b>	Village:														
Location Description: O Street from 4 <sup>th</sup> Street to 11 <sup>th</sup> Street																
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Asphalt																
Average Daily Traffic: <b>2016 = 100, 2036 = 125 (est)</b>		Classification Type: <i>(As shown on Functional Classification Map)</i> <b>Local</b>														
<b>PROPOSED IMPROVEMENT</b>																
Design Standard Number: <b>Municipal</b>	<b>Surfacing</b>	Thickness: <b>6"</b> Width: <b>27'</b>														
<input checked="" type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way														
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments														
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing														
<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks														
<input checked="" type="checkbox"/> Lighting																
<b>Bridges and Culverts Sized</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																
Other Construction Features:																
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:15%;">ESTIMATED COST <i>(In Thousands)</i></td> <td style="width:15%;">★ COUNTY</td> <td style="width:15%;">★ CITY</td> <td style="width:15%;">★ STATE</td> <td style="width:15%;">★ FEDERAL</td> <td style="width:15%;">★ OTHER</td> <td style="width:15%;">TOTAL</td> </tr> <tr> <td>★ OPTIONAL</td> <td></td> <td align="center">800</td> <td></td> <td></td> <td></td> <td align="center">800</td> </tr> </table>			ESTIMATED COST <i>(In Thousands)</i>	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL	★ OPTIONAL		800				800
ESTIMATED COST <i>(In Thousands)</i>	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL										
★ OPTIONAL		800				800										
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> <b>2750 Feet</b>		Project No.: <b>M-238-146</b>														
Signature: 	Title: <b>Street Superintendent S-1120</b>	Date: <b>January 13, 2016</b>														

**Board of Public Roads Classifications and Standards**  
**Form 7 One- and Six-Year Plan**  
**Highway or Street Improvement Project**

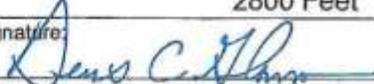
County:	City: <b>David City</b>	Village:																
Location Description: 11 <sup>th</sup> Street from Kansas Street to 470 feet south																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Gravel																		
Average Daily Traffic: <b>2016 = 50, 2036 = 55 (est)</b>		Classification Type: <i>(As shown on Functional Classification Map)</i> <b>Local</b>																
<b>PROPOSED IMPROVEMENT</b>																		
Design Standard Number: <b>Municipal</b>	<b>Surfacing</b>	Thickness: <b>6"</b> Width: <b>27'</b>																
<input checked="" type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way																
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments																
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing																
<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks																
<input checked="" type="checkbox"/> Lighting																		
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;"><b>Bridge to Remain in Place</b></td> <td>Roadway Width:</td> <td>Length:</td> <td>Type:</td> </tr> <tr> <td><b>New Bridge</b></td> <td>Roadway Width:</td> <td>Length:</td> <td>Type:</td> </tr> <tr> <td><b>Box Culvert</b></td> <td>Span:</td> <td>Rise:</td> <td>Length:</td> </tr> <tr> <td><b>Culvert</b></td> <td>Diameter:</td> <td>Length:</td> <td>Type:</td> </tr> </table>			<b>Bridge to Remain in Place</b>	Roadway Width:	Length:	Type:	<b>New Bridge</b>	Roadway Width:	Length:	Type:	<b>Box Culvert</b>	Span:	Rise:	Length:	<b>Culvert</b>	Diameter:	Length:	Type:
<b>Bridge to Remain in Place</b>	Roadway Width:	Length:	Type:															
<b>New Bridge</b>	Roadway Width:	Length:	Type:															
<b>Box Culvert</b>	Span:	Rise:	Length:															
<b>Culvert</b>	Diameter:	Length:	Type:															
<b>Bridges and Culverts Sized</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																		
Other Construction Features:																		
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 15%;">ESTIMATED COST <i>(in Thousands)</i></th> <th style="width: 15%;">★ COUNTY</th> <th style="width: 15%;">★ CITY</th> <th style="width: 15%;">★ STATE</th> <th style="width: 15%;">★ FEDERAL</th> <th style="width: 15%;">★ OTHER</th> <th style="width: 15%;">TOTAL</th> </tr> <tr> <td>★ OPTIONAL</td> <td></td> <td style="text-align: center;">55</td> <td></td> <td></td> <td></td> <td style="text-align: center;">55</td> </tr> </table>			ESTIMATED COST <i>(in Thousands)</i>	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL	★ OPTIONAL		55				55		
ESTIMATED COST <i>(in Thousands)</i>	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
★ OPTIONAL		55				55												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> <b>470 Feet</b>		Project No.: <b>M-238-139</b>																
Signature: 	Title: <b>Street Superintendent S-1120</b>	Date: <b>January 13, 2016</b>																



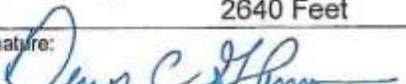
**Board of Public Roads Classifications and Standards**  
**Form 7 One- and Six-Year Plan**  
**Highway or Street Improvement Project**

County:		City: <b>David City</b>		Village:		
Location Description: Downtown Improvement Project to include the following streets: E Street from 3 <sup>rd</sup> Street to 6 <sup>th</sup> Street, D Street from 4 <sup>th</sup> Street to 6 <sup>th</sup> Street, 4 <sup>th</sup> Street from C Street to NE Central RR, and 5 <sup>th</sup> Street from C Street to NE Central RR.						
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> <b>Brick</b>						
Average Daily Traffic: <b>2016 = 1500, 2036 = 1800</b>			Classification Type: <i>(As shown on Functional Classification Map)</i> <b>Local</b>			
<b>PROPOSED IMPROVEMENT</b>						
Design Standard Number: <b>Municipal</b>		<b>Surfacing</b>		Thickness: <b>8"</b>	Width: <b>36'</b>	
<input checked="" type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input checked="" type="checkbox"/> Lighting			
<input type="checkbox"/> Aggregate	<input checked="" type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/> .....			
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/> .....			
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks	<input type="checkbox"/> .....			
<b>Bridge to Remain in Place</b>	Roadway Width: <b>TBD</b>	Length: <b>28'</b>	Type:			
<b>New Bridge</b>	Roadway Width:	Length:	Type:			
<b>Box Culvert</b>	Span:	Rise:	Length:	Type:		
<b>Culvert</b>	Diameter: <b>TBD</b>	Length: <b>TBD</b>	Type: <b>TBD</b>			
<b>Bridges and Culverts Sized</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A		<input type="checkbox"/> Hydraulic Analysis Pending			
Other Construction Features: Downtown Improvement Project to include concrete paving for the parking aprons, reconstructing the sidewalks, street lighting, storm sewer improvements and repairing the brick streets.						
<b>ESTIMATED COST</b> <i>(In Thousands)</i>	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL
★ OPTIONAL		8,000				8,000
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> <b>.9 Miles</b>			Project No.: <b>M-238-162</b>			
Signature: 		Title: <b>Street Superintendent S-1120</b>		Date: <b>January 13, 2016</b>		

**Board of Public Roads Classifications and Standards  
Form 7 One- and Six-Year Plan  
Highway or Street Improvement Project**

County:	City: <b>David City</b>	Village:																
Location Description: <b>11<sup>th</sup> Street from O Street to H Street</b>																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> <b>Asphalt</b>																		
Average Daily Traffic: <b>2016 = _____, 2036 = _____</b>		Classification Type: <i>(As shown on Functional Classification Map)</i> <b>Local</b>																
<b>PROPOSED IMPROVEMENT</b>																		
Design Standard Number: <b>Municipal</b>	<b>Surfacing</b>	Thickness: <b>8"</b> Width: <b>32'</b>																
<input checked="" type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way																
<input type="checkbox"/> Aggregate	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments																
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing																
<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks																
<input checked="" type="checkbox"/> Lighting	.....																	
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:33%;"><b>Bridge to Remain in Place</b></td> <td>Roadway Width:</td> <td>Length:</td> <td>Type:</td> </tr> <tr> <td><b>New Bridge</b></td> <td>Roadway Width:</td> <td>Length:</td> <td>Type:</td> </tr> <tr> <td><b>Box Culvert</b></td> <td>Span:</td> <td>Rise:</td> <td>Length:</td> </tr> <tr> <td><b>Culvert</b></td> <td>Diameter:</td> <td>Length:</td> <td>Type:</td> </tr> </table>			<b>Bridge to Remain in Place</b>	Roadway Width:	Length:	Type:	<b>New Bridge</b>	Roadway Width:	Length:	Type:	<b>Box Culvert</b>	Span:	Rise:	Length:	<b>Culvert</b>	Diameter:	Length:	Type:
<b>Bridge to Remain in Place</b>	Roadway Width:	Length:	Type:															
<b>New Bridge</b>	Roadway Width:	Length:	Type:															
<b>Box Culvert</b>	Span:	Rise:	Length:															
<b>Culvert</b>	Diameter:	Length:	Type:															
<b>Bridges and Culverts Sized</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																		
Other Construction Features:																		
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th style="width:15%;">ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL</th> <th style="width:15%;">★ COUNTY</th> <th style="width:15%;">★ CITY</th> <th style="width:15%;">★ STATE</th> <th style="width:15%;">★ FEDERAL</th> <th style="width:15%;">★ OTHER</th> <th style="width:15%;">TOTAL</th> </tr> <tr> <td></td> <td></td> <td align="center">1300</td> <td></td> <td></td> <td></td> <td align="center">1300</td> </tr> </table>			ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL			1300				1300		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
		1300				1300												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> <b>2800 Feet</b>		Project No.: <b>M-238-148</b>																
Signature: 	Title: <b>Street Superintendent S-1120</b>	Date: <b>January 13, 2016</b>																

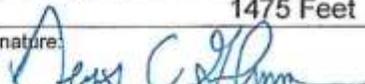
**Board of Public Roads Classifications and Standards**  
**Form 7 One- and Six-Year Plan**  
**Highway or Street Improvement Project**

County:	City: <b>David City</b>	Village:														
Location Description: <b>11<sup>th</sup> Street from H Street to A Street</b>																
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> <b>Asphalt</b>																
Average Daily Traffic: <b>2016 = _____, 2036 = _____</b>		Classification Type: <i>(As shown on Functional Classification Map)</i> <b>Local</b>														
<b>PROPOSED IMPROVEMENT</b>																
Design Standard Number: <b>Municipal</b>	<b>Surfacing</b>	Thickness: <b>8"</b> Width: <b>32'</b>														
<input checked="" type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way														
<input type="checkbox"/> Aggregate	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments														
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input checked="" type="checkbox"/> Fencing														
<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks														
<input checked="" type="checkbox"/> Lighting																
<b>Bridges and Culverts Sized</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																
Other Construction Features:																
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:15%;"><b>ESTIMATED COST</b> <i>(in Thousands)</i></td> <td style="width:15%;">★ COUNTY</td> <td style="width:15%;">★ CITY</td> <td style="width:15%;">★ STATE</td> <td style="width:15%;">★ FEDERAL</td> <td style="width:15%;">★ OTHER</td> <td style="width:15%;">TOTAL</td> </tr> <tr> <td>★ OPTIONAL</td> <td></td> <td align="center">1200</td> <td></td> <td></td> <td></td> <td align="center">1200</td> </tr> </table>			<b>ESTIMATED COST</b> <i>(in Thousands)</i>	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL	★ OPTIONAL		1200				1200
<b>ESTIMATED COST</b> <i>(in Thousands)</i>	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL										
★ OPTIONAL		1200				1200										
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> <b>2640 Feet</b>		Project No.: <b>M-238-151</b>														
Signature: 	Title: <b>Street Superintendent S-1120</b>	Date: <b>January 13, 2016</b>														

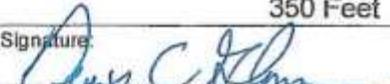
**Board of Public Roads Classifications and Standards**  
**Form 7 One- and Six-Year Plan**  
**Highway or Street Improvement Project**

County:	City: <b>David City</b>	Village:																
Location Description: <b>Oak Street from C Street to D Street</b>																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> <b>Asphalt with Curb and Gutter</b>																		
Average Daily Traffic: <b>2016 = _____, 2036 = _____</b>		Classification Type: <i>(As shown on Functional Classification Map)</i> <b>Local</b>																
<b>PROPOSED IMPROVEMENT</b>																		
Design Standard Number: <b>Municipal</b>	<b>Surfacing</b>	Thickness: <b>6"</b> Width: <b>27'</b>																
<input checked="" type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way																
<input type="checkbox"/> Aggregate	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments																
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing																
<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks																
<input checked="" type="checkbox"/> Lighting																		
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;"><b>Bridge to Remain in Place</b></td> <td>Roadway Width:</td> <td>Length:</td> <td>Type:</td> </tr> <tr> <td><b>New Bridge</b></td> <td>Roadway Width:</td> <td>Length:</td> <td>Type:</td> </tr> <tr> <td><b>Box Culvert</b></td> <td>Span:</td> <td>Rise:</td> <td>Length:      Type:</td> </tr> <tr> <td><b>Culvert</b></td> <td>Diameter:</td> <td>Length:</td> <td>Type:</td> </tr> </table>			<b>Bridge to Remain in Place</b>	Roadway Width:	Length:	Type:	<b>New Bridge</b>	Roadway Width:	Length:	Type:	<b>Box Culvert</b>	Span:	Rise:	Length:      Type:	<b>Culvert</b>	Diameter:	Length:	Type:
<b>Bridge to Remain in Place</b>	Roadway Width:	Length:	Type:															
<b>New Bridge</b>	Roadway Width:	Length:	Type:															
<b>Box Culvert</b>	Span:	Rise:	Length:      Type:															
<b>Culvert</b>	Diameter:	Length:	Type:															
<b>Bridges and Culverts Sized</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																		
Other Construction Features:																		
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">ESTIMATED COST <i>(In Thousands)</i></th> <th style="width: 15%;">★ COUNTY</th> <th style="width: 15%;">★ CITY</th> <th style="width: 15%;">★ STATE</th> <th style="width: 15%;">★ FEDERAL</th> <th style="width: 15%;">★ OTHER</th> <th style="width: 15%;">TOTAL</th> </tr> </thead> <tbody> <tr> <td>★ OPTIONAL</td> <td></td> <td style="text-align: center;">45</td> <td></td> <td></td> <td></td> <td style="text-align: center;">45</td> </tr> </tbody> </table>			ESTIMATED COST <i>(In Thousands)</i>	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL	★ OPTIONAL		45				45		
ESTIMATED COST <i>(In Thousands)</i>	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
★ OPTIONAL		45				45												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> <b>350 Feet</b>		Project No.: <b>M-238-114</b>																
Signature:	Title: <b>Street Superintendent S-1120</b>	Date: <b>January 13, 2016</b>																

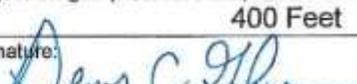
**Board of Public Roads Classifications and Standards**  
**Form 7 One- and Six-Year Plan**  
**Highway or Street Improvement Project**

County:	City: <b>David City</b>	Village:																
Location Description: <b>H Street from BNRR to County Road M</b>																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> <b>Gravel</b>																		
Average Daily Traffic: <b>2016 = _____, 2036 = _____</b>		Classification Type: <i>(As shown on Functional Classification Map)</i> <b>Local</b>																
<b>PROPOSED IMPROVEMENT</b>																		
Design Standard Number: <b>Municipal</b>	<b>Surfacing</b>	Thickness: <b>6"</b> Width: <b>27'</b>																
<input checked="" type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way																
<input type="checkbox"/> Aggregate	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments																
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing																
<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks																
<input checked="" type="checkbox"/> Lighting	<input type="checkbox"/> .....																	
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;"><b>Bridge to Remain in Place</b></td> <td>Roadway Width:</td> <td>Length:</td> <td>Type:</td> </tr> <tr> <td style="text-align: center;"><b>New Bridge</b></td> <td>Roadway Width:</td> <td>Length:</td> <td>Type:</td> </tr> <tr> <td style="text-align: center;"><b>Box Culvert</b></td> <td>Span:</td> <td>Rise:</td> <td>Length:</td> </tr> <tr> <td style="text-align: center;"><b>Culvert</b></td> <td>Diameter:</td> <td>Length:</td> <td>Type:</td> </tr> </table>			<b>Bridge to Remain in Place</b>	Roadway Width:	Length:	Type:	<b>New Bridge</b>	Roadway Width:	Length:	Type:	<b>Box Culvert</b>	Span:	Rise:	Length:	<b>Culvert</b>	Diameter:	Length:	Type:
<b>Bridge to Remain in Place</b>	Roadway Width:	Length:	Type:															
<b>New Bridge</b>	Roadway Width:	Length:	Type:															
<b>Box Culvert</b>	Span:	Rise:	Length:															
<b>Culvert</b>	Diameter:	Length:	Type:															
<b>Bridges and Culverts Sized</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																		
Other Construction Features:																		
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 15%;">ESTIMATED COST <i>(In Thousands)</i></th> <th style="width: 15%;">★ COUNTY</th> <th style="width: 15%;">★ CITY</th> <th style="width: 15%;">★ STATE</th> <th style="width: 15%;">★ FEDERAL</th> <th style="width: 15%;">★ OTHER</th> <th style="width: 15%;">TOTAL</th> </tr> <tr> <td>★ OPTIONAL</td> <td></td> <td style="text-align: center;">300</td> <td></td> <td></td> <td></td> <td style="text-align: center;">300</td> </tr> </table>			ESTIMATED COST <i>(In Thousands)</i>	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL	★ OPTIONAL		300				300		
ESTIMATED COST <i>(In Thousands)</i>	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
★ OPTIONAL		300				300												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> <b>1475 Feet</b>		Project No.: <b>M-238-122</b>																
Signature: 	Title: <b>Street Superintendent S-1120</b>	Date: <b>January 13, 2016</b>																

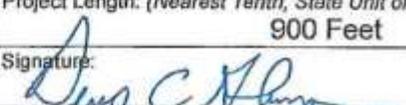
**Board of Public Roads Classifications and Standards**  
**Form 7 One- and Six-Year Plan**  
**Highway or Street Improvement Project**

County:	City: <b>David City</b>	Village:																
Location Description: <b>Park Road from Kansas Street to 9<sup>th</sup> Street</b>																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> <b>Gravel</b>																		
Average Daily Traffic: <b>2016 = _____, 2036 = _____</b>		Classification Type: <i>(As shown on Functional Classification Map)</i> <b>Local</b>																
<b>PROPOSED IMPROVEMENT</b>																		
Design Standard Number: <b>Municipal</b>	<b>Surfacing</b>	Thickness: <b>6"</b> Width: <b>27'</b>																
<input checked="" type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way																
<input type="checkbox"/> Aggregate	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments																
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing																
<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks																
<input type="checkbox"/> Lighting	.....																	
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:33%;"><b>Bridge to Remain in Place</b></td> <td>Roadway Width:</td> <td>Length:</td> <td>Type:</td> </tr> <tr> <td><b>New Bridge</b></td> <td>Roadway Width:</td> <td>Length:</td> <td>Type:</td> </tr> <tr> <td><b>Box Culvert</b></td> <td>Span:</td> <td>Rise:</td> <td>Length:</td> </tr> <tr> <td><b>Culvert</b></td> <td>Diameter:</td> <td>Length:</td> <td>Type:</td> </tr> </table>			<b>Bridge to Remain in Place</b>	Roadway Width:	Length:	Type:	<b>New Bridge</b>	Roadway Width:	Length:	Type:	<b>Box Culvert</b>	Span:	Rise:	Length:	<b>Culvert</b>	Diameter:	Length:	Type:
<b>Bridge to Remain in Place</b>	Roadway Width:	Length:	Type:															
<b>New Bridge</b>	Roadway Width:	Length:	Type:															
<b>Box Culvert</b>	Span:	Rise:	Length:															
<b>Culvert</b>	Diameter:	Length:	Type:															
<b>Bridges and Culverts Sized</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features:																		
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th style="width:20%;">ESTIMATED COST <i>(in Thousands)</i></th> <th style="width:15%;">★ COUNTY</th> <th style="width:15%;">★ CITY</th> <th style="width:15%;">★ STATE</th> <th style="width:15%;">★ FEDERAL</th> <th style="width:15%;">★ OTHER</th> <th style="width:10%;">TOTAL</th> </tr> <tr> <td>★ OPTIONAL</td> <td></td> <td align="center">75</td> <td></td> <td></td> <td></td> <td align="center">75</td> </tr> </table>			ESTIMATED COST <i>(in Thousands)</i>	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL	★ OPTIONAL		75				75		
ESTIMATED COST <i>(in Thousands)</i>	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
★ OPTIONAL		75				75												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> <b>350 Feet</b>		Project No.: <b>M-238-124</b>																
Signature: 	Title: <b>Street Superintendent S-1120</b>	Date: <b>January 13, 2016</b>																

**Board of Public Roads Classifications and Standards**  
**Form 7 One- and Six-Year Plan**  
**Highway or Street Improvement Project**

County:	City: <b>David City</b>	Village:
Location Description: <b>5<sup>th</sup> Street from Kansas Street to Park Trail</b>		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> <b>Gravel and Armorcoat</b>		
Average Daily Traffic: <b>2016 = _____, 2036 = _____</b>		Classification Type: <i>(As shown on Functional Classification Map)</i> <b>Local</b>
<b>PROPOSED IMPROVEMENT</b>		
Design Standard Number: <b>Municipal</b>	<b>Surfacing</b>	Thickness: <b>6"</b> Width: <b>27'</b>
<input checked="" type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way
<input type="checkbox"/> Aggregate	<input checked="" type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing
<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks
<input checked="" type="checkbox"/> Lighting	<input type="checkbox"/> .....	<input type="checkbox"/> .....
<input type="checkbox"/> .....	<input type="checkbox"/> .....	<input type="checkbox"/> .....
<b>Bridge to Remain in Place</b>	Roadway Width:	Length:      Type:
<b>New Bridge</b>	Roadway Width:	Length:      Type:
<b>Box Culvert</b>	Span:      Rise:      Length:	Type:
<b>Culvert</b>	Diameter:      Length:	Type:
<b>Bridges and Culverts Sized</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending	
Other Construction Features:		
<b>ESTIMATED COST</b> <i>(in Thousands)</i>	<b>★ COUNTY</b>	<b>★ CITY</b>
<b>★ OPTIONAL</b>		<b>95</b>
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> <b>400 Feet</b>	Project No.: <b>M-238-125</b>	
Signature: 	Title: <b>Street Superintendent S-1120</b>	Date: <b>January 13, 2016</b>

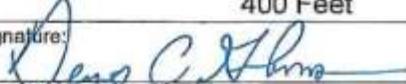
**Board of Public Roads Classifications and Standards**  
**Form 7 One- and Six-Year Plan**  
**Highway or Street Improvement Project**

County:	City: <b>David City</b>	Village:
Location Description: 10 <sup>th</sup> Street from Kansas Street to Iowa Street		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> <b>Asphalt</b>		
Average Daily Traffic: <b>2016 = ....., 2036 = .....</b>		Classification Type: <i>(As shown on Functional Classification Map)</i> <b>Local</b>
<b>PROPOSED IMPROVEMENT</b>		
Design Standard Number: <b>Municipal</b>	<b>Surfacing</b>	Thickness: <b>6"</b> Width: <b>27'</b>
<input checked="" type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way
<input type="checkbox"/> Aggregate	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing
<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks
<b>Bridge to Remain in Place</b>	Roadway Width:	Length:      Type:
<b>New Bridge</b>	Roadway Width:	Length:      Type:
<b>Box Culvert</b>	Span:      Rise:	Length:      Type:
<b>Culvert</b>	Diameter:	Length:      Type:
<b>Bridges and Culverts Sized</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending	
Other Construction Features:		
<b>ESTIMATED COST</b> <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY
		105
	★ STATE	★ FEDERAL
	★ OTHER	TOTAL
		105
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> <b>900 Feet</b>		Project No.: <b>M-238-126</b>
Signature: 	Title: <b>Street Superintendent S-1120</b>	Date: <b>January 13, 2016</b>





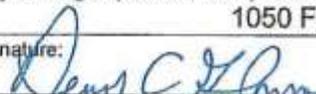
**Board of Public Roads Classifications and Standards**  
**Form 7 One- and Six-Year Plan**  
**Highway or Street Improvement Project**

County:	City: <b>David City</b>	Village:																
Location Description: <b>H Street from 3<sup>rd</sup> Street to BNRR</b>																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> <b>Asphalt</b>																		
Average Daily Traffic: <b>2016 = _____, 2036 = _____</b>		Classification Type: <i>(As shown on Functional Classification Map)</i> <b>Local</b>																
<b>PROPOSED IMPROVEMENT</b>																		
Design Standard Number: <b>Municipal</b>	<b>Surfacing</b>	Thickness: <b>8"</b> Width: <b>27'</b>																
<input checked="" type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way																
<input type="checkbox"/> Aggregate	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments																
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing																
<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks																
<input type="checkbox"/> Lighting	.....																	
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:33%;"><b>Bridge to Remain in Place</b></td> <td style="width:33%;">Roadway Width:</td> <td style="width:33%;">Length:</td> <td style="width:33%;">Type:</td> </tr> <tr> <td><b>New Bridge</b></td> <td>Roadway Width:</td> <td>Length:</td> <td>Type:</td> </tr> <tr> <td><b>Box Culvert</b></td> <td>Span:</td> <td>Rise:</td> <td>Length:      Type:</td> </tr> <tr> <td><b>Culvert</b></td> <td>Diameter:</td> <td>Length:</td> <td>Type:</td> </tr> </table>			<b>Bridge to Remain in Place</b>	Roadway Width:	Length:	Type:	<b>New Bridge</b>	Roadway Width:	Length:	Type:	<b>Box Culvert</b>	Span:	Rise:	Length:      Type:	<b>Culvert</b>	Diameter:	Length:	Type:
<b>Bridge to Remain in Place</b>	Roadway Width:	Length:	Type:															
<b>New Bridge</b>	Roadway Width:	Length:	Type:															
<b>Box Culvert</b>	Span:	Rise:	Length:      Type:															
<b>Culvert</b>	Diameter:	Length:	Type:															
<b>Bridges and Culverts Sized</b>		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																
Other Construction Features:																		
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th style="width:20%;">ESTIMATED COST <i>(In Thousands)</i></th> <th style="width:15%;">★ COUNTY</th> <th style="width:15%;">★ CITY</th> <th style="width:15%;">★ STATE</th> <th style="width:15%;">★ FEDERAL</th> <th style="width:15%;">★ OTHER</th> <th style="width:15%;">TOTAL</th> </tr> <tr> <td>★ OPTIONAL</td> <td></td> <td align="center">50</td> <td></td> <td></td> <td></td> <td align="center">50</td> </tr> </table>			ESTIMATED COST <i>(In Thousands)</i>	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL	★ OPTIONAL		50				50		
ESTIMATED COST <i>(In Thousands)</i>	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
★ OPTIONAL		50				50												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> <b>400 Feet</b>		Project No.: <b>M-238-138</b>																
Signature: 	Title: <b>Street Superintendent S-1120</b>	Date: <b>January 13, 2016</b>																





**Board of Public Roads Classifications and Standards**  
**Form 7 One- and Six-Year Plan**  
**Highway or Street Improvement Project**

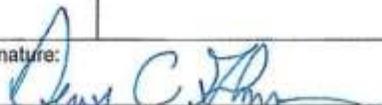
County:	City: <b>David City</b>	Village:				
Location Description: <b>J Street from 6<sup>th</sup> Street to 9<sup>th</sup> Street</b>						
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> <b>Asphalt Armorcoat</b>						
Average Daily Traffic: <b>2016 = _____, 2036 = _____</b>		Classification Type: <i>(As shown on Functional Classification Map)</i> <b>Local</b>				
<b>PROPOSED IMPROVEMENT</b>						
Design Standard Number: <b>Municipal</b>	<b>Surfacing</b>	Thickness: <b>6"</b> Width: <b>27'</b>				
<input checked="" type="checkbox"/> Grading <input checked="" type="checkbox"/> Concrete <input checked="" type="checkbox"/> Right of Way <input type="checkbox"/> Lighting <input type="checkbox"/> Aggregate <input checked="" type="checkbox"/> Curb & Gutter <input checked="" type="checkbox"/> Utility Adjustments <input type="checkbox"/> ..... <input type="checkbox"/> Armor Coat <input checked="" type="checkbox"/> Drainage Structures <input type="checkbox"/> Fencing <input type="checkbox"/> ..... <input type="checkbox"/> Asphalt <input checked="" type="checkbox"/> Erosion Control <input checked="" type="checkbox"/> Sidewalks <input type="checkbox"/> .....						
<b>Bridge to Remain in Place</b>	Roadway Width:	Length:      Type:				
<b>New Bridge</b>	Roadway Width:	Length:      Type:				
<b>Box Culvert</b>	Span:      Rise:	Length:      Type:				
<b>Culvert</b>	Diameter:	Length:      Type:				
<b>Bridges and Culverts Sized</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending					
Other Construction Features:						
<b>ESTIMATED COST</b> <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL
		99				145
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> <b>1050 Feet</b>				Project No.: <b>M-238-157</b>		
Signature: 		Title: <b>Street Superintendent S-1120</b>		Date: <b>January 13, 2016</b>		



**Board of Public Roads Classifications and Standards**  
**Form 9 Summary of Six-Year Plan**

Six-Year Period Ending: December 31, 2021

Sheet 1 of 1

County:		City: <b>David City</b>		Village:	
PRIORITY NUMBER	PROJECT NUMBER	LENGTH (Nearest Tenth)	UNIT OF MEASURE	ESTIMATED COST (Thousands)	REMARKS
1	M-238-141	100	feet	120	One Year Project
2	M-238-145	100	feet	80	One Year Project
3	M-238-146	2750	feet	800	One Year Project
4	M-238-139	470	feet	55	One Year Project
5	M-238-159	530	feet	75	One Year Project
6	M-238-162	.9	mile	8000	One Year Project
7	M-238-148	2800	feet	1300	
8	M-238-151	2640	feet	1200	
9	M-238-114	350	feet	45	
10	M-238-122	1475	feet	300	
11	M-238-124	350	feet	75	
12	M-238-125	400	feet	95	
13	M-238-126	900	feet	105	
14	M-238-129	300	feet	40	
15	M-238-137	350	feet	39	
16	M-238-138	400	feet	50	
17	M-238-149	1375	feet	300	
18	M-238-154	900	feet	150	
19	M-238-157	1050	feet	145	
Signature: 			Title: <b>Street Superintendent S-1120</b>		Date: <b>January 13, 2016</b>



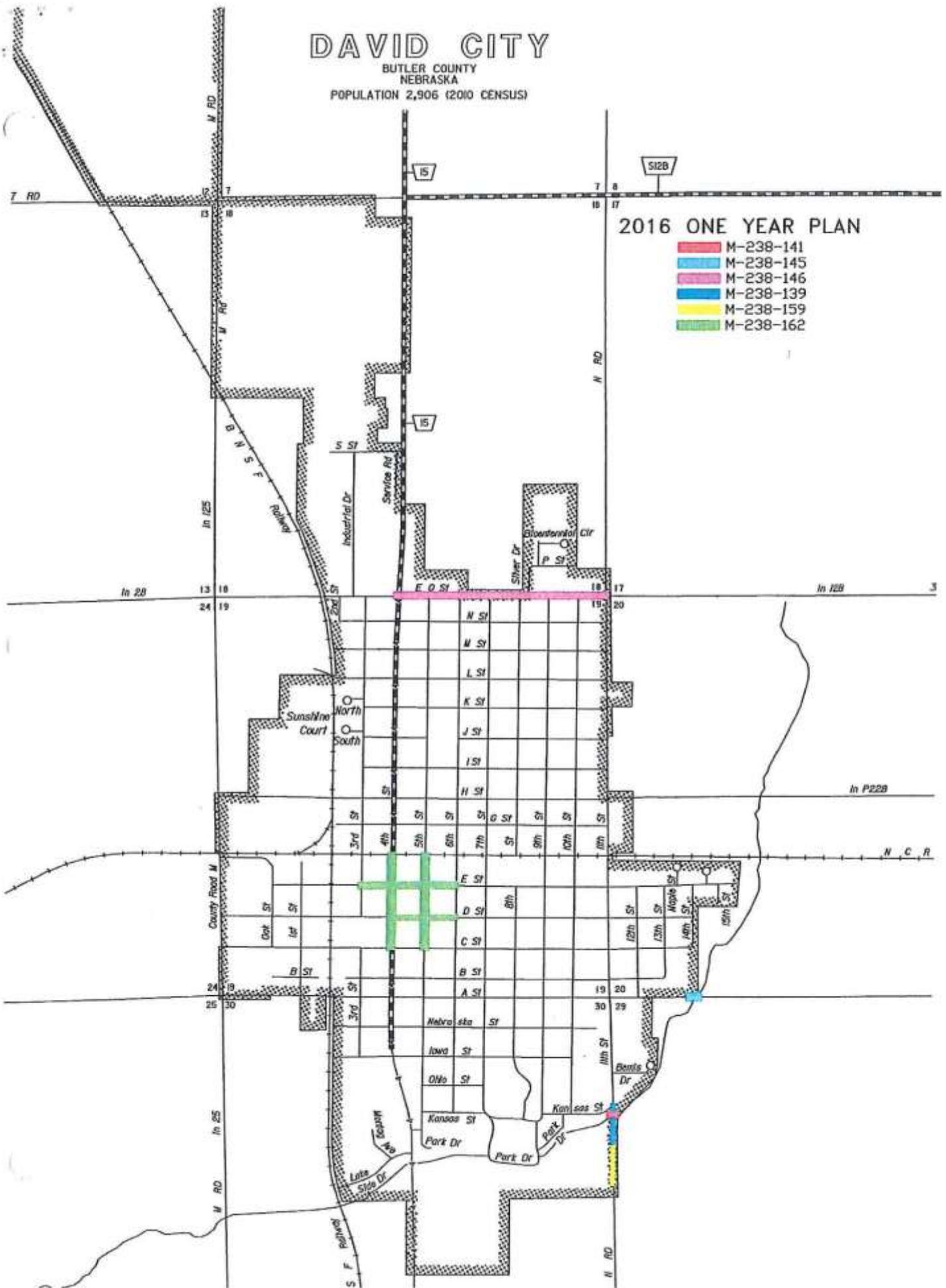
# DAVID CITY

BUTLER COUNTY  
NEBRASKA

POPULATION 2,906 (2010 CENSUS)

## 2016 ONE YEAR PLAN

- M-238-141
- M-238-145
- M-238-146
- M-238-139
- M-238-159
- M-238-162



# DAVID CITY

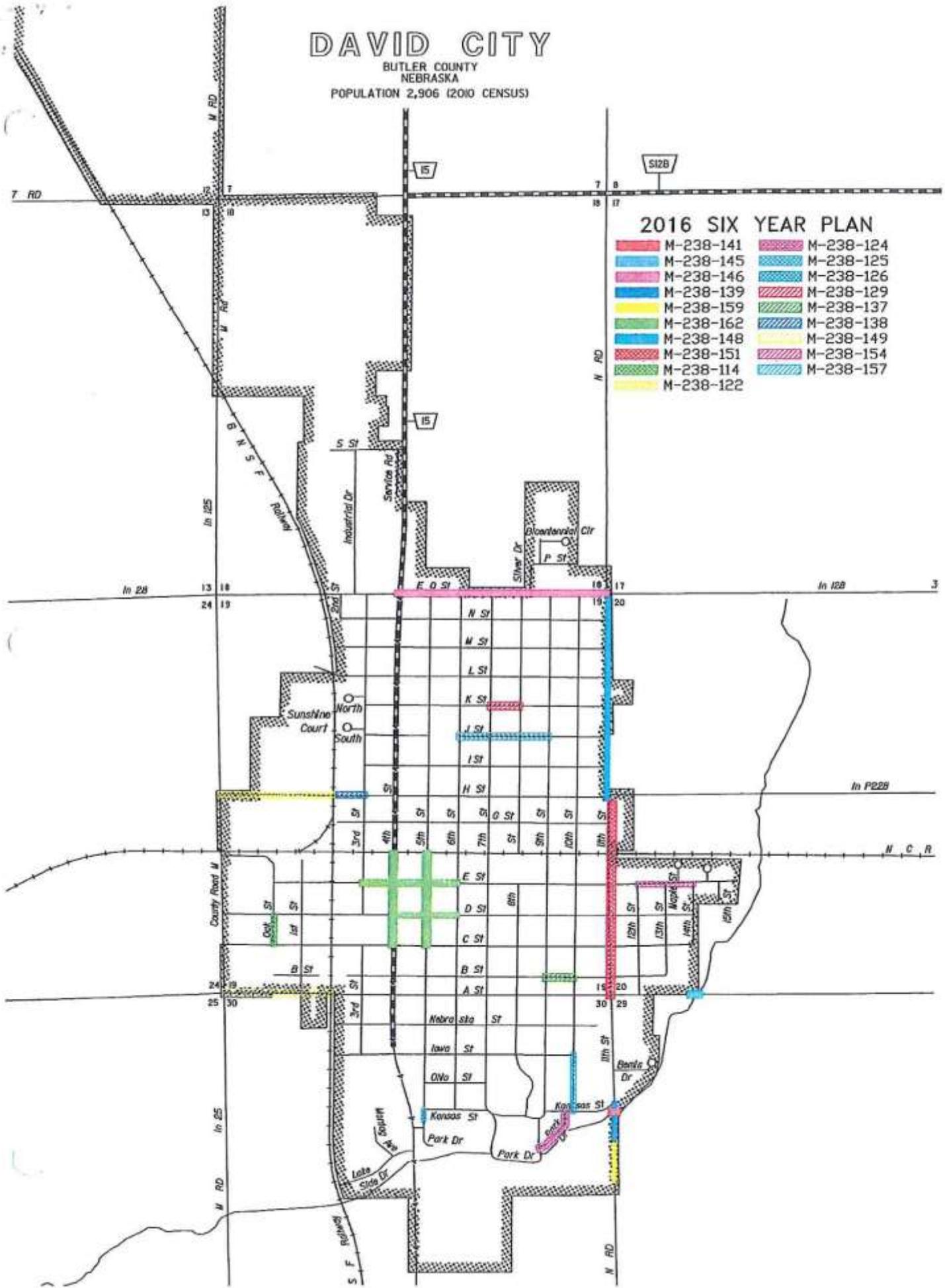
BUTLER COUNTY  
NEBRASKA

POPULATION 2,906 (2010 CENSUS)

S12B

## 2016 SIX YEAR PLAN

- |  |  |
|--|--|
|  M-238-141 |  M-238-124 |
|  M-238-145 |  M-238-125 |
|  M-238-146 |  M-238-126 |
|  M-238-139 |  M-238-129 |
|  M-238-159 |  M-238-137 |
|  M-238-162 |  M-238-138 |
|  M-238-148 |  M-238-149 |
|  M-238-151 |  M-238-154 |
|  M-238-114 |  M-238-157 |
|  M-238-122 |  |



Dawn Danley, Associate, Senior Civil Project Engineer, Leo A. Daly, presented an update on the Downtown Redevelopment Project. Dawn stated: "All the new water lines will be placed under existing concrete, whether that's concrete in the streets or the sidewalks. Everything will be at least 10' away from the buildings. Kevin and I went over the layout yesterday so I think we're in good shape there to really minimize any disruption to the brick until you're really ready to deal with those streets. There are so many services that you are going to have potholes that will occur so that way we can keep it clean. Curb stops; the new curb stops we are going to put in the sidewalks wherever possible, but if the service crosses the street we are going to keep that curb stop close to the main, so that one will be in the street and then you'll have the longer service going across; so like for the Banner Press (339 E Street) the mains on the north side; the curb stop will be 5' – 8' from the main, and then the rest of the service. The worst block for that is between 5<sup>th</sup> & 6<sup>th</sup> on "E" Street; all of those curb boxes are on the south side, so that's ones a little different, so we're going to have to run the service under the brick, probably bore it, to get to that old curb box, and then tap in after that. If we get into "E" Street that is a scheduling issue for the school. We plan to show minimal disturbance for "E" Street but then we'll have another whole set of sheets for the add alternative per Foley Construction where we can review that. We have one spot we believe will have a potential tunnel issue, from our conversations, and that is from Sue's Just A Buck (502 North 5<sup>th</sup>) across south to JDE Rentals (496 5<sup>th</sup> Street), so I think what we're going to do in the bid is basically expose where we think it is, we'll have to expose that, and bore right through there, or sleeve right through there. We don't want to drop the water main underneath the tunnel, but we need to make sure we know where that tunnel is; it seems to be that's the most consistent location we've heard through all of our discussions so we will plan on that. We shouldn't have to support that. We have structural engineers, we'll have them take a look if we need to do something within that tunnel; it's going to be exposed, we can, we're not going to take out a huge piece we think we know where it is, that's what we're going to put on the plans so we have a cost to it. The tunnels are very perplexing; everyone said there's one going across 5<sup>th</sup> Street but nothing showed it, so it's very perplexing."

Council member Kroesing stated: "I've always heard of a tunnel that went from the previous Schweser Building (496 5<sup>th</sup>) over to the bank (490 E Street).

Dawn Danley said: "The diagonal cut. Yes, someone said there's a diagonal cut too, so that would be the second one then, but where is that? From corner to corner? That's what we're trying to do our best "guesstimate" as to where that is, and it would probably be from corner to corner, and that's where we're going to tell them to pothole."

Mayor Zavodny asked: "Now when you have that big of an expanse, what kind of factors or consideration is that going to be for you moving forward and designing things?"

Dawn Danley said: "I think we're fine, we just need to plan for it, and we need to plan that it's there, and make sure we have a constructability of a line through there and that we have a bid item that would cover what needs to happen there and then, if it's less then, that's great, we don't have to pay as much. Our goal with the bid tab is to make sure "everything" is in there and if it's not as expensive, and hopefully it's not, its lower."

Mayor Zavodny asked: "The other thing that is a major consideration and it gets a lot of talk around town is, "What's going to happen with the sidewalks, and my biggest sidewalk concern is that one by Sue's Just a Buck. (502 North 5<sup>th</sup>; northeast corner of 5<sup>th</sup> & "E") I swear

you can see light (through the sidewalk). We've talked about this before, but I don't know that we ever came to a conclusion on what the best way to approach that is, but obviously you can't necessarily fill because now you're up against the foundation and you have concerns there. How do you tackle something like that?"

Dawn Danley stated: "With this project, seeing as we're boring the water line further south of that tunnel it was really not going to be addressed. Those tunnels, with the exception of where that water line is crossing, with the exception of the reconstruction of "E" Street. If we reconstruct "E" Street, then yes, we get into that to where when we originally talked about just pulling off the topping, because from what we understand is, the sidewalk is literally sitting on top of that top of the box, is what we have heard. So, we are going to have to have enough in our documents to cover the investigations. I mean really there is no other way around it. So we just need to make sure we price it to the best information that we know and do our best engineering around that.

Mayor Zavodny stated: "I think the concern that probably is around this table and the community as a whole is that the eight million dollar estimate doesn't go a lot higher when you start running into these surprises."

Dawn Danley stated: "Yes, and that surprise will show up if you do the "add alternate" and then if not, it will be passed on to the next project. We'll just have to make sure we cover that piece and that length of tunnel which is just across Sue's Just a Buck from what we understand. We'd like to really not get into those just because of the structural implications of the building and just preserve what's there but be able to redo those toppings. Ok, the business owners who indicated they would want a service upgrade, we'll contact to discuss, but we kind of made the decision if the service crosses the entire length of the street, we were going to relay that their upgrade would come with a total reconstruction. We are going to get permits for two railroad crossings, one on 4<sup>th</sup> and one on 5<sup>th</sup>. Kevin (Betzen) and I talked that the Olsson Associates project on 5<sup>th</sup> Street, we would like to have them put the tee in and then cap it north of the railroad and then we'll just come on in and connect it, so it's just there waiting for us. At this time we are going to reconnect all of the services that we surveyed and that are on the water department's cards. I have all of the service cards from Kevin, and on 5<sup>th</sup> Street across from the Court House between "D" & "E" the cards said a lot of the stop boxes were in under the brick, and all of my survey one's were in the sidewalk, so, one tends to believe one is for the business and one is for the upper story. Are the upper stories being used? Our thought process moving forward is we are connecting all of them and they will just be shut if they are not being used. "D" Street, storm drainage has always been an issued there. Olsson Associates had stubbed out a storm drain at the west side of the Highway right of way area on "D" Street and I assume that is for future extensions. So as part of our project we would like to double check with the State about extending that line, how we do that across the state highway, whether it's a bore or open trench and get that line over to the east side of the street and then put an area inlet around the radius. Now, is that inlet design for final, final design? No, because we're not able to do any re-grading or anything, but it's an avenue to get water off that corner. It could be a series of double inlets. I need to work with Matt (Rief of Olsson Associates) to see what his storm sewer can handle to make sure that we can send that drainage through there. It's somewhat of a temporary fix, but this intersection when it gets rebuilt, you could probably reuse some piping and manholes and work around that and maybe just replace the area inlet. The pipe coming across is a long term definite solution; I think what could be considered temporary is the area inlet and the connection to that pipe."

# Project Details

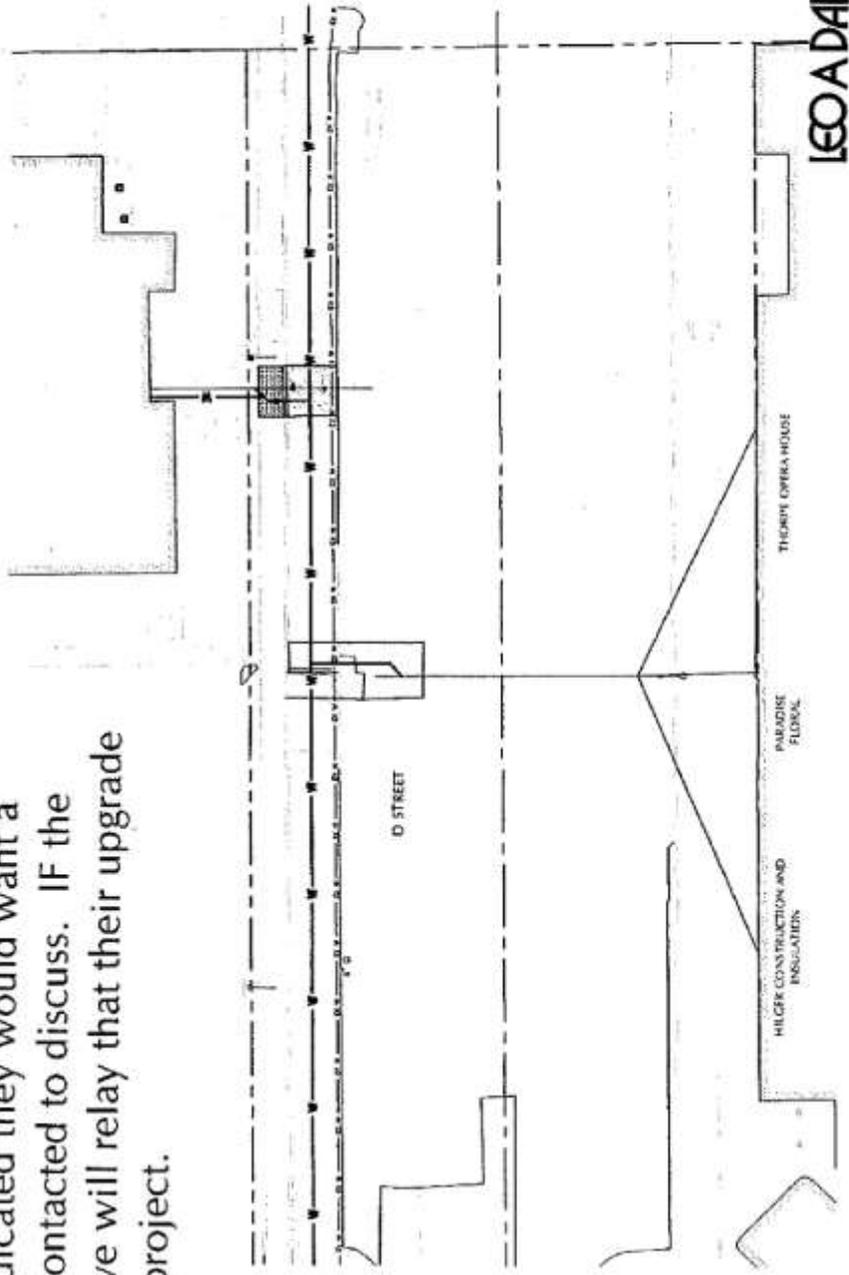
New water lines will not be under brick pavements to avoid digging up at new service connections in bricks.

Curb stops will be in sidewalks where ever possible unless service is crossing the street. Then the curb stop will be 5-10' from the main.

Business Owners who indicated they would want a service upgrade will be contacted to discuss. IF the service crosses a street, we will relay that their upgrade will come with the next project.

We will get permits for two RR crossings on 4<sup>th</sup> and 5<sup>th</sup>. OA project to install tee for us on 5<sup>th</sup> Street.

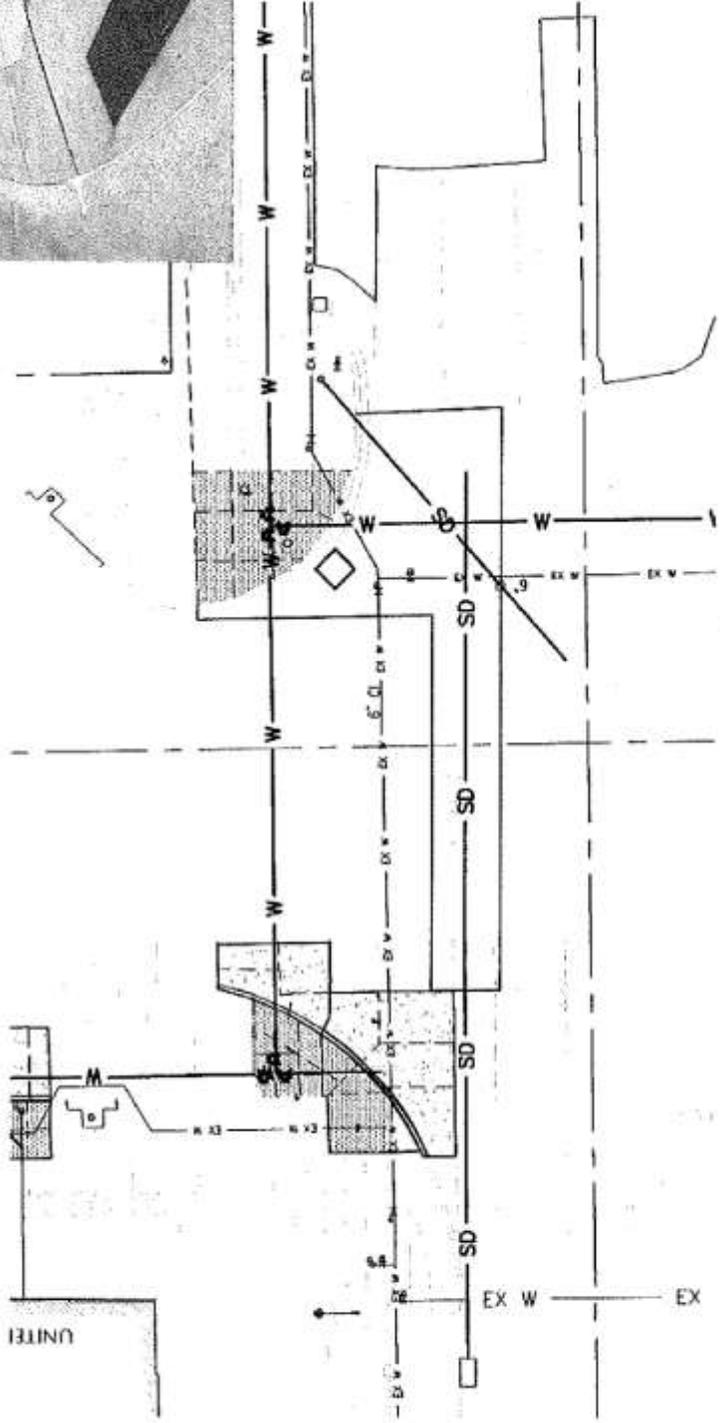
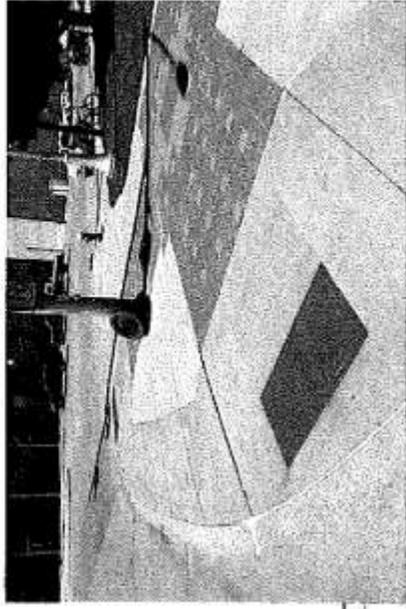
At this time we will reconnect all services surveyed and on cards.



LEO A DAILY

# D & 4th Intersection Details

- We will extend OA storm sewer east and install an inlet to connect to existing storm sewer in that area. It will be temporary as we are not redoing the entire intersection and cannot fix grades. This is a short term fix for the drainage problems in the area, that can be reused when reconstruction project occurs.
- Reconstruction of Post office concrete will not be colored.



# Project Details

Service coordination is very important to eliminate as many unknowns as possible.

Jan 12, 2016: Met with Kevin and Travis from Water Department for 3 hours to go over project details and services.

About 75% of the services are accounted for.

Kevin and Travis brought water cards and Daly will incorporate those into dwgs to compare to what was surveyed, what was relayed by Owner's to get best known situation on the plans. Known sizes will be added to plans.

Kevin and Travis to investigate a few areas.

Meet again with Kevin and Travis to discuss connection to existing lines at tie in points and valving to improve main shut off capability.

# Schedule

- Mid February: Department of Health and Human Services Permit Submittal – (takes 45-60 days to get permit)
- Now to early April: Continue coordination with business owners, water department, and surveyed material to ensure best known information on plans for services. Finish construction documents by early April.
- April 13<sup>th</sup> Council meeting: Approve plans and specifications and advertise for 21 days.
- May 11<sup>th</sup> Council meeting: Award Contract
- June 15<sup>th</sup>: Begin construction on D Street – block to be complete by August 15<sup>th</sup>
- December 2016: Construction complete

Dawn Danley stated: Project payments; I was thinking about this the other day, I just want to make sure you don't need any assistance from us or what you want our role to be? Obviously if we start moving forward and they billed in June, you're going to start getting bills. How's that going to be paid because you have another 5 years of sales tax to collect? So, just kind of start the thought process and the discussion on that. Make sure we are in line to go."

Mayor Zavodny stated: "I think we need to evaluate what we have put away currently and probably involve Phil Lorenzen in the conversation in case we need short term financing."

Eric Johnson of Kirkham Michael was present to talk about the Airport Capital Improvement Program. This is a program in which each year the Airport has the opportunity to update their improvement needs or wants. The Airport is eligible for funding under the federal Airport Improvement Program. The FAA will soon begin putting together the planned projects for 2017. The NDA is updating the statewide Capital Improvement Plan and coordinating with the FAA. The Airport receives federal entitlement to fund eligible projects.

**Capital Improvement Program**

DAVID CITY MUNI  
 DAVID CITY

Year	Description	Total Cost	Federal	State	Local
<b>Phase I</b>					
2017	Seal taxiway	\$20,000	\$18,000	\$0	\$2,000
2017	Seal runway 14/32	\$290,000	\$261,000	\$0	\$29,000
2017	Seal apron	\$36,000	\$32,400	\$0	\$3,600
2018	Replace Fuel System/Tanks	\$125,000	\$112,500	\$0	\$12,500
2019	Shop Hangar (80'x80')	\$600,000	\$540,000	\$0	\$60,000
Phase I Subtotal		<del>-\$946,000</del>	<del>-\$851,400</del>	\$0	<del>-\$94,600</del>
<b>Phase II</b>		<b>\$1,071,000</b>	<b>\$963,900</b>		<b>\$107,100</b>
2022	Asphalt seal coat	\$290,000	\$261,000	\$0	\$29,000
2023	10-place T-hangar & taxiway	\$650,000	\$585,000	\$0	\$65,000
Phase II Subtotal		\$940,000	\$846,000	\$0	\$94,000
<b>Phase III</b>					
2026	Auto parking and access road	\$115,000	\$103,500	\$0	\$11,500
2027	Update Airport Layout Plan	\$140,000	\$126,000	\$0	\$14,000
2029	Asphalt Rehab.	\$590,000	\$531,000	\$0	\$59,000
2032	Expand Apron	\$148,630	\$133,767	\$0	\$14,863
Phase III Subtotal		\$993,630	\$894,267	\$0	\$99,363
<b>Total Development Costs</b>		<b><del>-\$2,879,630</del></b>	<b><del>-\$2,591,667</del></b>	<b>\$0</b>	<b><del>-\$287,963</del></b>
<b>Not Funded</b>					
2032	Land for runway 2/20	\$370,000			
2032	Area Navigation Approach Survey (PACS/SACS)	\$40,000			
2032	10-place T-hangar & taxiway	\$500,000			
Not Funded Subtotal					\$300,463

Council member Kroesing made a motion to authorize Mayor Zavodny to approve and execute the 20-year Capital Improvement Plan, Airport Officials List, and the ACIP Data Sheets. Council member Kobus seconded the motion. Voting AYE: Council members Rogers, Vandenberg, Kroesing, Hotovy, and Kobus. Voting NAY: None. Council member Smith was absent. The motion carried.

Mayor Zavodny opened the Public Hearing at 8:37 p.m. to consider the request of Tim Wollmer, 1375 C Street, for a variance on the installation of a sidewalk on his property located at Lots 1, 4, & 5, Block 12, East David City Addition.

Council member Kroesing stated: "There is no place for a sidewalk to go, I can verify that. He couldn't put one in going across the street to join up with Masek's because his property is about 5' or 6' feet lower than the street, and there is nothing west, that's a new housing development so he just has to wait to see what those people are going to do."

City Clerk Kovar stated: "This request went to the Planning Commission and the Planning Commission's recommendation was to grant the variance with the stipulation that with further development the sidewalks will be put in."

There being no other comments, Mayor Zavodny closed the Public Hearing at 8:40 p.m.

Council member Kroesing make a motion to approve the request by Tim Wollmer, 1375 C Street for a variance on the installation of sidewalks, with the stipulation that with further development in this area the sidewalks will be put in. Council member Kobus seconded the motion. Voting AYE: Council members Rogers, Hotovy, Vandenberg, Kobus, and Kroesing. Voting NAY: None. Council member Smith was absent. The motion carried.

Superintendent Chad Denker of David City Public School District #56 stated: "As you know, originally we were going to start construction on the new addition March 1<sup>st</sup> and so we didn't figure we'd want to close down 8<sup>th</sup> Street until the end of the school year, but on December 22<sup>nd</sup>, BD Construction called me and said "Can we start tomorrow?", and we said well why would we stop the addition when we can get a two months head start. When we did that originally we figured we'd be done with the winter's sport season, and obviously we're not, we're right in the middle of basketball season. So when we have ballgames at the elementary, when they're over, we have 200 people walking down 8<sup>th</sup> Street back to our gym. We also use 8<sup>th</sup> Street now to get to lunch. All 300 High School kids have to eat lunch at the cafeteria which is in the Elementary School and there's really not a direct route there so we get 300 kids walking across the street, in the middle of 8<sup>th</sup> Street, so it's turning into a safety issue for us. We would like your permission to put up some kind of temporary barricades there at the corner of 8<sup>th</sup> Street so that we could still move them when the concrete trucks need to get in and out of there but there wouldn't be any through traffic. Then when the construction is finished we could put in the concrete pollards at that time. It makes sense that we would take of the snow removal on the vacated 8<sup>th</sup> Street."

Council member Hotovy introduced Ordinance No. 1242 vacating 8<sup>th</sup> Street from the north side of "D" Street to the south side of "E" Street as requested by David City Public School District #56. Mayor Zavodny read Ordinance No. 1242 by title. Council member Kroesing made a motion to suspend the statutory rule that requires an Ordinance be read on three separate

days. Council member Kobus seconded the motion. Voting AYE: Council members Rogers, Kroesing, Kobus, Hotovy, and Vandenberg. Voting NAY: None. Council member Smith was absent. The motion carried.

Council member Kroesing made a motion to pass and adopt Ordinance No. 1242 on the third and final reading. Council member Hotovy seconded the motion. Voting AYE: Council members Vandenberg, Kobus, Hotovy, Kroesing, and Rogers. Voting NAY: None. Council member Smith was absent. The motion carried and Ordinance No. 1242 was passed on 3<sup>rd</sup> and final reading as follows:

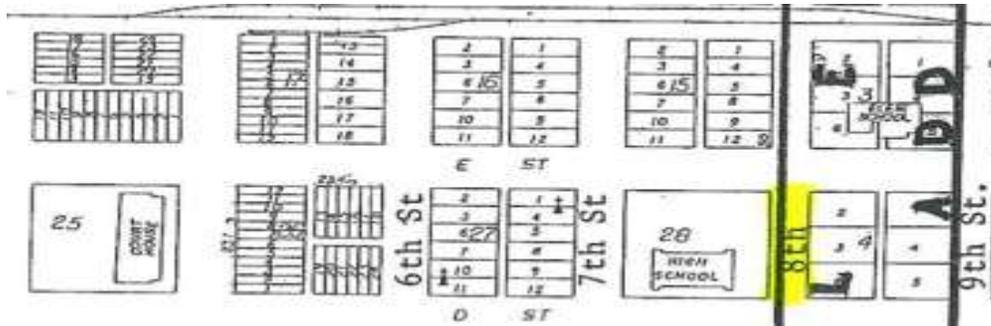
**ORDINANCE NO. 1242**

AN ORDINANCE AMENDING THE EFFECTIVE DATE OF VACATING 8<sup>th</sup> STREET FROM THE NORTH SIDE OF "D" STREET TO THE SOUTH SIDE OF "E" STREET, DAVID CITY, NEBRASKA, AND PROVIDING FOR PUBLICATION IN PAMPHLET FORM.

BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF DAVID CITY, NEBRASKA:

SECTION 1. That the vacation of 8<sup>th</sup> Street from the north side of "D" Street to the south side of "E" Street (80' x 300') was requested by the David City Public School District #56, 750 "D" Street, so that they may expand their facilities. David City Public School District #56 owns both blocks abutting 8<sup>th</sup> Street between "D" and "E" Street, described as Original Town of David City, Block 28, and Miles 1<sup>st</sup> Addition to David City, Block 4.

SECTION 2. Ordinance No. 1238 was passed and approved on November 12, 2015 approving the closure of 8<sup>th</sup> Street from the north side of "D" Street to the south side of "E" Street (80' x 300') with an effective date of June 1, 2016.



SECTION 3. David City Public School District #56 has now notified the City that their contractor, BD Construction, has started 2 months early and therefore would now like the closing of 8<sup>th</sup> Street to be changed from June 1<sup>st</sup> to "as soon as possible" (ASAP).

SECTION 4. This ordinance, vacating 8<sup>th</sup> Street from the north side of "D" Street to the south side of "E" Street (80' x 300'), shall take effect and be in full force from and after its passage, approval, and publication or posting as required by law.

Passed and approved this 13th day of January, 2016.

---

Mayor Alan Zavodny

---

City Clerk Joan E. Kovar

Council member Kroesing introduced Resolution No. 2 – 2016 authorizing David City Public School District #56 to move the sewer line on their property at their expense, so that the sewer line is not located beneath their building. Council member Kobus seconded the motion. Voting AYE: Council members Hotovy, Rogers, Vandenberg, Kobus, and Kroesing. Voting NAY: None. Council member Smith was absent. The motion carried and Resolution No. 2 – 2016 was passed and approved as follows:

**RESOLUTION NO. 2 – 2016**

WHEREAS, David City Public School District #56 is expanding their facility, and;

WHEREAS, David City Public School District #56 will be building over an existing sewer line, and

WHEREAS, Clark Enersen Partners has provided the attached site utility plan for abandoning the existing sewer line and installing a new sewer line, and

WHEREAS, Clark Enersen Partners will coordinate with Sewer Supervisor Kevin Betzen and Street Supervisor Rodney Rech, respectively, for the installation of the new sewer line and storm sewer tie-ins, and

WHEREAS, it is also acknowledged that it is unlawful for any person to discharge or cause to be discharged any storm water, surface water, ground water, roof runoff, surface drainage, into the sanitary sewer, and

WHEREAS, David City Public School District #56 acknowledges that all costs associated with the utility relocations and tie-ins will be at their expense and not the City's.

NOW, THEREFORE, BE IT RESOLVED, that this City Council hereby authorizes the David City Public School District #56 to abandon the existing sewer line, install a new sewer

line, install required taps, provide storm sewer tie-ins, and being responsible for properly abandoning any existing manholes and providing new manholes as required by the City. The attached site utility plan as prepared by The Clark Enersen Partners designates the proposed route for the new sewer line, and tie-ins and installations to the storm sewer.

PASSED AND APPROVED by the City Council of the City of David City, Nebraska this 13<sup>th</sup> day of January, 2016.

---

Mayor Alan Zavodny

Attest:

---

City Clerk Joan Kovar

City Clerk Joan Kovar reported that she and Power Plant Supervisor Eric Betzen had both visited with Steve McLaughlin of Black Hills Energy. He explained that the current agreement was effective December 1, 2004. The rate for transportation service will increase from \$0.29/MMBtu to \$0.32/MMBtu, with the monthly customer charge increasing from \$200 to \$218, so approximately an 8.9% increase. This contract hasn't been renewed for 11 years and they followed the Consumer Price Index for the amount of the increase. David City currently buys gas from Constellation and we utilize the Black Hills Energy pipeline to get the gas to David City. Currently what we pay for gas, Nebraska Public Power District reimburses.

Council member Kroesing made a motion to authorize Mayor Zavodny to sign the Nebraska Transportation Service Base Agreement between Black Hills / Nebraska Gas Utility Company LLC and the City of David City. Council member Kobus seconded the motion. Voting AYE: Council members Hotovy, Rogers, Vandenberg, Kobus, and Kroesing. Voting NAY: None. Council member Smith was absent. The motion carried.

This Nebraska Transportation Service Base Agreement ("Agreement") is made and entered into this 1<sup>st</sup> day of March 2016, by and between Black Hills/Nebraska Gas Utility Company LLC ("Company") and City of David City ("Customer").

WHEREAS, Customer is actively seeking transportation service on Company's distribution system from the points of interconnection between Company's system and the transporting pipeline and Company is willing to provide such service to Customer according to this Agreement.

NOW, THEREFORE, in consideration of the above premises and mutual covenants and agreements contained herein, the parties agree as follows:

**1. Level of Service.** Customer agrees to receive and pay for and Company agrees to provide to Customer natural gas transportation service from the outlet of the interstate pipeline interconnect with Company's distribution system to Customer's facility located in or near David City, Nebraska, identified by Company as account number(s) 6554203696. Transportation service provided by Company is based on Company's best business efforts to deliver gas received for the account of the Customer. In the event of Force Majeure (as defined in Section 14 of the General Terms and Conditions attached as Exhibit A, which are incorporated by reference herein), repair and maintenance or system capacity limitations, it may be necessary to interrupt deliveries from time to time. Under this Agreement, Company is under no obligation to provide Customer either (a) natural gas supply or (b) gas transportation service on any portion of the interstate pipeline system. Customer is solely responsible for assuring that capacity is available on the pipelines or facilities that are upstream of Company's distribution system including but not limited to the interconnect and metering station.

**2. Term of Agreement.** Unless terminated pursuant to the terms and conditions provided for under Exhibit B of this Agreement, the term of this Nebraska Transportation Service Base Agreement is ten (10) years effective on March 1, 2016 and continuing to February 28, 2026. After the initial term, the Agreement, will continue year to year thereafter unless otherwise canceled by either party upon thirty (30) days prior written notice prior to the anniversary date.

**3. Receipt and Delivery Points.** The point of receipt of Customer's gas supply by Company ("Receipt Point") will be at the outlet of the interstate pipeline interconnect with the Company's distribution system at or near David City, Nebraska. The point of delivery for all gas transported under this Agreement ("Delivery Point") will be the interconnection between Company's system and Customer's facility.

**4. Quantity.** See Exhibit B to this Agreement. This Agreement incorporates by reference for all purposes the provisions contained on Exhibit B of this agreement. At the end of the term of the Exhibit B rate and quantity noted herein, Company will notify Customer in writing of the new rate, quantity and term for the natural rate and quantity. Customer may thereafter consider whether to continue service or terminate this Agreement. Customer will thereafter have 30 days to sign the new Exhibit B and return the revised Exhibit B to Company or to notify Company of its desire to terminate natural gas service. Customer hereby understands and agrees that the failure of the Customer to so notify the Company, within 30 days, in writing of its intention to terminate service under this Agreement as set forth in a revised Exhibit B constitutes the receiving party's agreement to the terms of the transaction described in the sending party's Transaction Confirmation.

**5. Rate.** See Exhibit B to this Agreement. This Agreement incorporates by reference for all purposes the provisions contained on Exhibit B of this agreement. At the end of the term of the Exhibit B rate and quantity noted herein, Company will notify Customer in writing of the new rate, quantity and term for the natural rate and quantity. Customer may thereafter consider whether to continue service or terminate this Agreement. Customer will thereafter have 30 days to sign the new Exhibit B and return the revised Exhibit B to Company or to notify Company of its desire to terminate natural gas service.

Customer hereby understands and agrees that the failure of the Customer to so notify the Company, within 30 days, in writing of its intention to terminate service under this Agreement as set forth in a revised Exhibit B constitutes the receiving party's agreement to the terms of the transaction described in the sending party's Transaction Confirmation.

**6. Taxes and Fees.** When any franchise, occupation, business, sales, license, excise, privilege, or similar tax or fee of any kind is imposed on Company by the State of Nebraska or any political subdivision therein, the amount thereof shall be charged, as prescribed by the State of Nebraska or any political subdivision therein, to Customer. Such charges shall, in all cases, be in addition to the regular charges for service specified in Section 4 of the Agreement and shall appear as a separate line item(s) on Customer's statement. If Customer claims exemption from state sales tax, it is the responsibility of Customer to have a current Nebraska sales tax exemption certificate on file with Company.

**7. General Terms and Conditions.** This Agreement is subject to (i) the General Terms and Conditions attached hereto as Exhibit "A" and (ii) all valid laws, orders, rules, and regulations of any and all duly constituted authorities having jurisdiction over the subject matter herein.

**8. Imbalance Penalties and Charges.** Customer shall be subject to and responsible for all daily and/or monthly balancing and scheduling charges and any and all penalties including but not limited to those set forth in Exhibit A as they may be amended from time to time. In addition, Customer shall compensate Company for any and all costs, charges and/or penalties incurred by Company on Customer's behalf from the interstate pipeline transporter.

**9. Confidentiality.** The terms of this Agreement shall be kept confidential by Company and Customer except to the extent that this Agreement must be disclosed pursuant to applicable law, rule or regulation. If Company, in its sole discretion and through either direct or circumstantial evidence, determines that the confidentiality provision of this Agreement has been breached by Customer, then, in addition to any other remedy it may have, Company may immediately terminate this Agreement. Upon such termination, Company shall have no further obligation to Customer hereunder and Customer shall immediately pay to Company all amounts due Company hereunder.

**10. Entire Agreement.** This Agreement and any Exhibits attached hereto, constitute the entire agreement of the parties with respect to the subject matter hereof. Any change, modification, or alteration of this Agreement shall be in writing and signed by the parties, and no course of dealing between the parties shall be construed to alter the terms hereof, except as expressly stated herein.

**11. Assignment.** This Agreement shall be binding on the parties, their designees, successors, agents and assigns.

Neither party may assign this Agreement to any other Person without the prior written consent of the other party; *provided, however*, that Company may assign this Agreement, without the consent of Customer to (a) any Affiliate of Company, (b) any entity in which or with which Company is merged or consolidated, (c) any entity acquiring all or a substantial part of the assets of Company or of the Company business unit to which this Agreement relates, or (d) any entity to which Company has assigned, transferred or pledged rights or interests under this Agreement for mortgage or otherwise as security for indebtedness. Upon the assignment of this Agreement to an assignee referred to in clause (a) or (c) above and the assumption in writing by such assignee of Company's obligations hereunder, Company shall be relieved of all further liability under this Agreement.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed on the date shown first above.

**Black Hills/Nebraska Gas Utility Company LLC**

**"Customer"**

By: \_\_\_\_\_

By:  \_\_\_\_\_

Title: \_\_\_\_\_

Title: *Mayor* \_\_\_\_\_

**1. Balancing.** If Customer's actual receipts vary on a daily and/or monthly basis from volumes delivered on Customer's behalf to Company plus lost and unaccounted for gas, then an imbalance exists which is subject to the cash-out and/or balancing penalties set forth below.

**2. Penalties.** If Customer fails to perform any of its obligations or duties under this Agreement, Company will impose and Customer will pay Company the applicable pipeline tariffed penalties as they may change from time to time.

**3. Transportation Gas Supply.** If at any time Customer's third party supplied transportation gas supplies are not confirmed on a daily and/or monthly basis by the applicable interstate pipeline, Company may, at its sole discretion and on a best efforts basis, provide natural gas service to Customer at prevailing market prices. Customer will pay any and all other applicable charges and/or penalties including but not limited to pipeline overrun penalty charges and related charges for gas consumed in excess of the volumes of gas to which Customer is limited.

**4. Return to System Supply Gas Service.** If Customer requests, either before or after the termination of this Agreement, to return to system supply gas service, Company, in its sole discretion, may approve the request provided:

a. Customer agrees to remain on system supply gas service for a minimum of one (1) year or, for firm service Customers for which Company has entered into additional contract obligations with its interstate pipeline and gas commodity suppliers to provide firm system gas supply service to Customer, for the term which the Company entered into with the pipeline and/or supplier.

b. Customer satisfies Company's credit requirements at the time the request is made.

**5. Unauthorized Takes When Service is Interrupted or Curtailed.** If Customer fails to curtail its use of gas hereunder when requested to do so by Company, in addition to any other charges or penalties required to be paid by Customer hereunder, Customer shall be billed at the transportation charge, plus the cost of gas Company secures for Customer, plus any and all other applicable charges and/or penalties, included but not limited to the pipeline overrun penalty charges for gas used in excess of the volumes of gas to which Customer is limited. Company may, in addition, disconnect Customer's supply of gas in the event Customer fails to curtail use thereof when requested by Company to do so.

**6. Imbalance/Variance Resolution Procedure.** The parties acknowledge and agree that nominated volumes and actual consumption must balance on a daily and/or monthly basis, as required by the interstate pipeline as those requirements may be changed from time to time. If there are any daily and/or monthly variances between the amount of gas Customer delivered to Company at the Receipt Point and the amount taken by Customer at the Delivery Point, the variances will be resolved in accordance with the applicable pipeline tariff as it may be amended from time to time. In the event the applicable interstate pipeline variance/imbalance resolution methodology and/or charges to its shippers are revised, modified or superseded so that the methodology and/or charges to said interstate pipeline shippers or any tolerance level is changed, then the methodology and/or cash-out will be revised by Company accordingly.

**7. Nominations.** Nominations by Customer shall be made as follows:

Customers are required to nominate daily. Customers requesting volumes to flow on the first day of any month must contact company's Gas Control Department via Company's Internet-enabled electronic bulletin board, known as Gas Track Online (<http://www.gastrackonline.com>), and inform them of the volumes to be transported by receipt point(s) and delivery point(s). First of the month nominations and daily nominations via the Internet are due by 11:30 a.m. Central Clock Time one day before the gas flows. Intra-day nomination for the 2<sup>nd</sup> through the 31<sup>st</sup> days of a month will be accepted until 5:00 p.m. Central Clock Time the day of gas flow. The Company shall have the right, in its sole discretion, to reject or change any nomination that it deems is being made in order to take unfair advantage of Company, including but not limited to, monthly cash out.

**8. Notices.** Except as herein otherwise provided, any notice (other than normal operating notices pertaining to measurement and similar routine matters) which either Company or Customer is required to or may desire to give to the other party, shall be in writing and shall be considered as duly delivered when deposited in the mail, postage prepaid, hand delivered, or sent by telegraph or written telecommunication to the following address:

If to Company:	For Nominations:
Black Hills/Nebraska Gas Utility Company LLC	Black Hills/Nebraska Gas Utility Company LLC
Steve McLaughlin	Gas Supply Services
501 W. 6 <sup>th</sup> St.—Papillion, NE 68046	1815 Capitol Avenue
Ph. 402-935-4889	Omaha, NE 68102
FAX: 402-829-2620	Attn: Jan Meis
e-mail: steve.mclaughlin@blackhillscorp.com	Phone: (402) 221-2662
	Fax: (402) 829-2673

If to Customer:

City Clerk  
City of David City  
P.O. Box 191  
David City, NE 68632

### 9. Character of Service.

(a) **Delivery Pressure:** Delivery of gas by Customer to Company at the Receipt Point shall be at such pressures as may exist under operating conditions of connected pipelines. Delivery pressure delivered to Customer by Company shall be at such varying pressures as may exist under operating condition of pipeline and Company at Delivery Point.

(b) **Quality:** Natural gas delivered by Customer to Company and redelivered by Company to Customer shall meet the quality specifications as set forth in the tariffs of third party pipeline(s).

(c) **Measurement:** The measurement of gas delivered to Customer hereunder shall be calculated solely from the measurement recorded as delivered at the measuring facility located at the Delivery Point. At Company's sole discretion, Customer may be required to have telemetry and/or SCADA equipment installed by Company. In addition, Customer may be required to provide power and communication service including but not limited to telephone, cellular, or radio for the applicable equipment at Customer's expense. Customer will reimburse Company for the telemetry and/or SCADA equipment including power related costs if applicable, installation cost, and any applicable communication costs. Company will retain ownership of telemetry and/or SCADA equipment. Company will maintain telemetry and/or SCADA equipment and invoice all maintenance cost to Customer on a time and materials basis.

(d) **Meter Ownership, Location:** Company will in its sole discretion determine the need for and type of equipment required for measurement of volumes other than by connected pipelines. Reading, calibrating, and adjusting of additional metering equipment, and the changing of charts (if present), shall be done by the employees or agents of Company. At Company's request, Customer shall provide suitable locations on Customer's property, at no cost to Company, for placement of said measuring stations.

(e) **Meter Accuracy:** Company shall test its meters, if any, at reasonable intervals, not to exceed those specified by state regulation, if applicable, and shall at the time of the test adjust the meter to record accurately.

### 10. Billing and Payment.

(a) "Billing period," as used hereunder is the applicable assigned billing cycle.

(b) A late payment charge of 1½% per month, or the maximum lawful amount, whichever is less, of the unpaid balance, excluding money paid into an interest-bearing escrow account in the event of a billing dispute, shall be added to the unpaid balance after twenty (20) days from the date of the statement.

(c) Payments shall be made in U.S. dollars or by the electronic transfer of funds to a specified bank account.

## 11. Termination of Service.

(a) Statements for service become delinquent if not paid within twenty (20) days of the statement date. Once statements for service become delinquent, Company may take action to ensure recovery of the amount owed by Customer. This action may include any one or more of the following:

- i. Terminating service upon twelve (12) business days' notice; or
- ii. Billings to and collections from Customer on a more frequent than monthly schedule; or
- iii. Requiring that Customer make payment of bills by cash, certified checks or money orders; or
- iv. Requiring prepayment on a daily or weekly basis for volumes estimated by Company to be required for such forthcoming period; or
- v. Any two or more of the foregoing.

(b) In the event Customer has become delinquent and any of the actions described in (a)(i) through (a)(v) above has been taken by Company, Customer shall be returned to normal billing status when twelve (12) consecutive months of bill payments are made by the due date, unless Company determines that the provisions of Section 12 below apply.

(c) Upon 12 business day's notice, Company may disconnect service if Customer is in breach of the Agreement for service between Company and Customer.

(d) No one except an agent of Company or one otherwise lawfully entitled to do so shall be permitted to remove or tamper with Company's meter or connections, or with any of the property of Company on or about Customer's premises. If at any time, in Company's sole discretion, Company determines that a meter, piping, or equipment, or parts thereof, or other instruments used in furnishing service to Customer have been tampered with by anyone except an agent of Company or one otherwise lawfully entitled to do so, it shall be considered sufficient cause for immediate discontinuance of service by Company.

If Company bills Customer more than once a month; payment may be required within five (5) business days after date statement is received by Customer.

**12. Credit Requirements.** Customer will provide security, including but not limited to a letter of credit, and/or financial references or other information deemed necessary by Company.

**13. Liability of Parties.** Company and Customer each assume full responsibility and liability for the maintenance and operation of their respective properties and shall indemnify and save harmless the other party from all liability and expense on account of any and all damages, claims or actions, including injury to and death of persons, arising from any act or accident in connection with the installation, presence, maintenance and operation of the property and equipment of the indemnifying party. In no event will Company be liable to Customer for any damages, costs, or expenses caused by the Company's curtailment or interruption of the transportation service to Customer pursuant to this Contract.

**14. Force Majeure.** The term "force majeure" as employed herein shall mean acts and events not within the control of the party claiming suspension and shall include acts of God, strikes, lockouts, material or equipment or labor shortages, wars, riots, insurrections, epidemics, landslides, lightning, earthquakes, fires, storms, floods, washouts, arrests and restraints of rulers and peoples, interruptions by government or court orders, present or future orders of any regulatory body having proper jurisdiction, civil disturbances, explosions, breakage or accident to machinery or lines of pipe, freezing of wells or pipelines, and any other cause, whether the kind herein enumerated or otherwise, not within control of the party claiming suspension and which, by the exercise of due diligence, such party is unable to overcome.

**Exhibit B. Quantity, Exhibit B Term and Rate**

The purpose of this Exhibit B is to set forth the specific quantity, term and rate for transportation service for the time period noted below.

**Quantity and Exhibit B Term.** Company agrees to transport Customer's gas supplies as confirmed by the interstate pipeline up to 500 MMBtu per day that is delivered into Company's system at the Receipt Point. The primary term of this Exhibit B is three (3) years beginning on March 1, 2016. Sixty (60) days prior to the expiration date of this Exhibit B, Company will send to Customer a revised Exhibit B indicating the new quantity, term and rate. Upon receipt of the revised Exhibit B, Customer must, within thirty (30) days either return a signed copy of the revised Exhibit B or provide written notice of intent to terminate service. Failure of the Customer to either return a signed revised Exhibit B or written notification of termination service within thirty (30) days, constitutes Customer's agreement to the terms of the revised Exhibit B provided by Company. In the event Customer provides written notice of intent to terminate service, Company will then proceed to cancel the Base Agreement.

Customer agrees that Company will be Customer's exclusive local distribution transporter during the term of this Agreement. This Agreement supersedes and cancels all prior Transportation Agreements and related amendments related to this service.

**Rate.** The rate for transportation service provided to Customer hereunder is \$0.32/MMBtu. Customer shall also pay a monthly customer charge of \$218. These charges are in addition to any charges for (i) services provided under other agreements, and/or (ii) fuel and lost and unaccounted for, imbalance, scheduling, penalties, and/or other charges related to transportation under this Agreement. Customer will notify Company of any substantial proposed increases (e.g. due to plant expansion, etc.) in Customer's natural gas usage at its facility being serviced under this agreement. Company will prepare a feasibility study and advise if such load increase will require an upgrade in Company's gas distribution facilities, and, if so, whether or not a rate adjustment or capital contribution would be required to cover the cost of such upgrade in Company's gas distribution facilities. Customer will then advise Company as to whether or not it will proceed with its proposed project. Customer agrees that any upgrades that are required to the interstate pipeline facilities, upstream of Company's system, including but not limited to the interstate pipeline interconnect in order to serve existing or future load requirements are not the financial or operational responsibility of Company.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed on the date shown first above.

**Black Hills/Nebraska Gas Utility Company LLC**

**"Customer"**

By: \_\_\_\_\_

By:  \_\_\_\_\_

Title: \_\_\_\_\_

Title: Mayor \_\_\_\_\_

Scott Steager, Butler County Emergency Management, stated: "This is a microwave link for the 911 Centers to communicate. Right now David City is in a loop that comes from Wahoo, goes to the Heartland Tower just out here on top of the bluff by Schmit's, from there it goes to Columbus and Osceola. From Columbus it goes to Schuyler; Schuyler right now is a dead end, so if something goes down in Columbus with a link, they have no backup. This is more or less a redundancy for Schuyler and Colfax County to complete a ring for them. In time it will also give us a little more redundancy once it is built out to Fremont and that way, but that could be 3 to 5 years down the road before that even happens. There is no charge to the City; we are just asking permission to put up another microwave link, basically pointing it towards Colfax County. From the meeting I sat in on, it doesn't sound like this will happen until late 2017 or early 2018 when Cornerstone would even get to it."

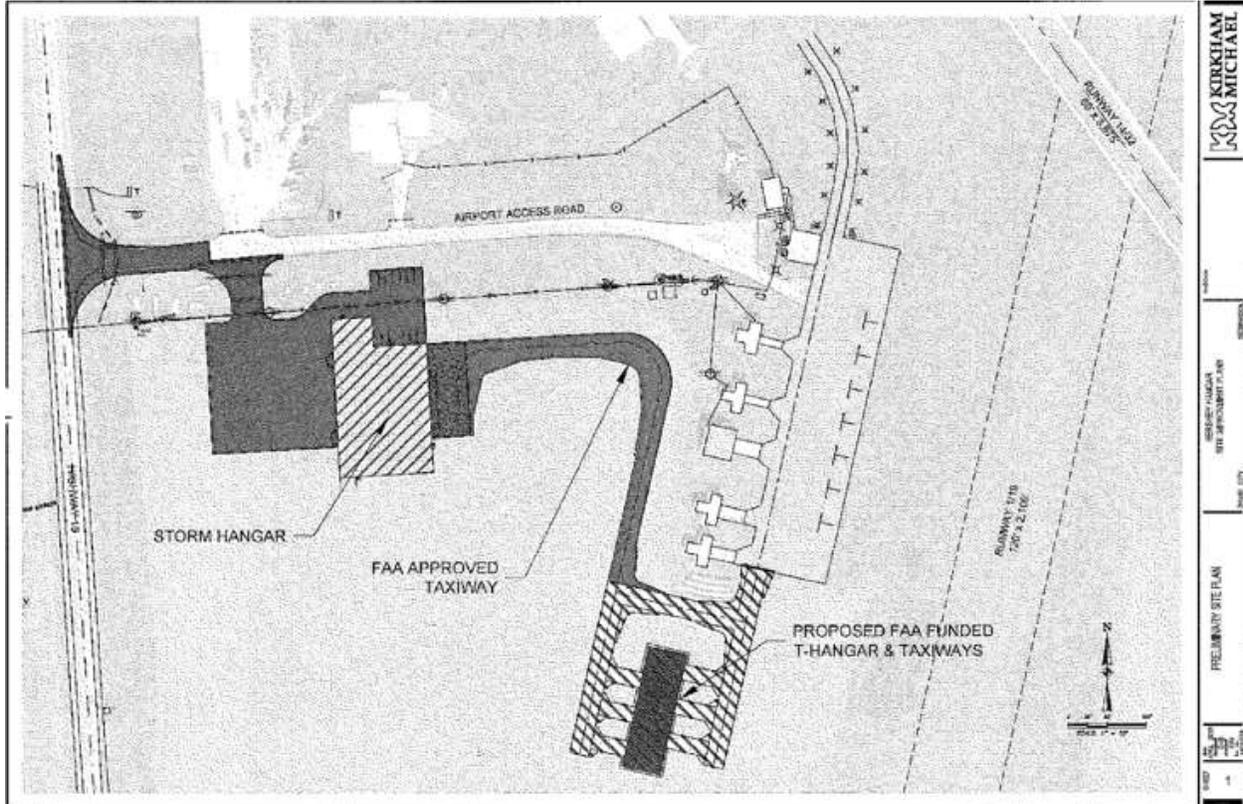
Council member Hotovy made a motion to approve the request by Butler County Emergency Management to place an additional microwave link on the old water tower. Council member Rogers seconded the motion. Voting AYE: Council members Kroesing, Kobus, Vandenberg, Rogers, and Hotovy. Voting NAY: None. Council member Smith was absent. The motion carried.

Shawn Koranda, Storm Land Holdings, LLC was present to discuss the taxiway for Jared Storms business at the Airport. Shawn stated: "My wife and I just moved here in October, she teaches at Scotus and I am a Wahoo Neumann graduate. I have been working with Jared Storm for over 5 years. Speaking on Jared's behalf, he couldn't make it tonight, we were extremely happy about the lease; that kind of goes without saying. We keep moving forward on the building, the office is about done, it looks pretty nice in there when you can walk in and see everything coming together. We are still waiting on the door that has to be custom built; it is to be delivered January 27<sup>th</sup>. It should have been here and installed by early December, but whatever. We are looking to move in in June. The FAA does need an exact date for when you move a repair station, and we don't have one set quite yet, but we are shooting for June. We still have a lot of work to do including landscaping."

Mayor Zavodny stated: "We have spent quite a few opportunities talking about what we are going to do for a taxiway and how it would work pouring and stuff. I think the solution that is current, is probably the most advantageous to everyone, and that's we're just going to build it out of earth for now and that gives us flexibility down the road. Should one of those hangars finally be determined to not be functional any more, we have that option still available. We'll see how it progresses down the road.

Please share this with the Council, recently FAA ruled that moving the existing hangar for Jared's taxiway straight east out of his building to the apron is not acceptable. I know back in early March 2015 they had a different opinion. The taxiway as shown in the attached drawing is acceptable or utilizing the grass is also acceptable as long as it is not defined as a taxiway. This ruling is final by FAA any different approach taken by the City, will more than likely jeopardize current and future FAA funding.. **The City is obligated** to follow FAA rules and regulations since they have accepted past grants from the FAA..

**Eric Johnson**  
Vice President



Mayor Zavodny asked: “Do we need to adjust or modify our Airport layout plan at all?”

Eric Johnson, Vice President of Kirkham Michael stated: “We already put his building in on the Airport layout plan. As long as the taxiway is sod and we’re not coming back and saying “this is a defined taxiway route”, you can leave it all like it is.”

Shawn Koranda, Storm Land Holdings, LLC, stated: “Any concerns with mowing? Our thought was we’d probably get a mower and take care of our ground.”

Airport Manager/Street Supervisor Rodney Rech stated: “Well the way it’s designed on the picture, I figure from where your leased ground is to the north and then behind our old hangars there would be my responsibility to mow that, everything else would be your responsibility.”

Mayor Zavodny asked: “Now does that include building it up and all, is there going to be any pitch?”

Shawn stated: “You would have to have it crowned.”

Airport Manager/Street Supervisor Rodney Rech stated: "My concern would be so it isn't built up too high so we don't have water sitting between there and the beacon and my septic tanks, which are already full of ground water."

Discussion followed in which it was stated that perhaps a culvert will be needed. This will have to be planned out.

There being no further business to come before the Council, Council member Vandenberg made a motion to adjourn. Council member Kobus seconded the motion. Voting AYE: Council members Rogers, Kroesing, Hotovy, Vandenberg, and Kobus. Voting NAY: None. Council member Smith was absent. The motion carried and Mayor Zavodny declared the meeting adjourned at 9:05 p.m.



CERTIFICATION OF MINUTES  
January 13, 2016

I, Joan E. Kovar, duly qualified and acting City Clerk for the City of David City, Nebraska, do hereby certify with regard to all proceedings of January 13, 2016; that all of the subjects included in the foregoing proceedings were contained in the agenda for the meeting, kept continually current and available for public inspection at the office of the City Clerk; that such subjects were contained in said agenda for at least twenty-four hours prior to said meeting; that the minutes of the meeting of the City Council of the City of David City, Nebraska, were in written form and available for public inspection within ten working days and prior to the next convened meeting of said body; that all news media requesting notification concerning meetings of said body were provided with advance notification of the time and place of said meeting and the subjects to be discussed at said meeting.

---

Joan E. Kovar, City Clerk