AGENDA

REGULAR MEETING OF THE AMES CITY COUNCIL

COUNCIL CHAMBERS - CITY HALL

MAY 12, 2026

NOTICE TO THE PUBLIC: The Mayor and City Council welcome comments from the public during discussion. The Standards of Decorum, posted at the door and available on the City website, define respectful conduct for public participation. If you wish to speak, please fill out the form on the tablet outside the door to the Council Chambers or scan the QR Code to the right to fill out the same form on a personal device. When your name is called, please step to the microphone, state your name for the record, and keep your comments brief so that others may have the opportunity to speak.

CALL TO ORDER: 6:00 p.m.

PROCLAMATIONS:

1. Proclamation for "Peace Officers' Memorial Day," May 15, 2026
2. Proclamation for "National Public Works Week" May 17-23, 2026

CONSENT AGENDA: All items listed under the Consent Agenda will be enacted by one motion. There will be no separate discussion of these items unless a request is made prior to the time the Council members vote on the motion.

3. Motion approving payment of claims
4. Motion approving Report of Change Orders for period of April 16-30, 2026
5. Motion approving Summary of Minutes of the Regular City Council Meeting on April 28, 2026
6. Motion approving Civil Service Candidates
7. Motion approving Ownership Update for Class C Retail Alcohol License - Morning Bell Coffee Roasters, 111 Main Street Suites 101-103
8. Motion approving the renewal of the following Alcohol Licenses:
    a. BP, 2720 East 13th Street, Class E Retail Alcohol License
    b. Casey's General Store #2298, 428 Lincoln Way, Class E Retail Alcohol License

c. Casey's General Store #2560, 3020 S Duff Avenue, Class E Retail Alcohol License
d. Gateway Hotel and Conference Center, LLC, 2100 Green Hills Drive, Class C Retail Alcohol License with Catering Privilege
e. Hilton Garden Inn Ames, 1325 Dickinson Avenue, Class C Retail Alcohol License with Outdoor Service, Pending Dramshop Review
f. North Grand Cinema, 2801 Grand Avenue Ste 1300, Special Class C Retail Alcohol License
g. Octagon Center for the Arts, 427 Douglas Avenue, Special Class C Retail Alcohol License with Outdoor Service, Pending Dramshop Review
h. Crown Liquor, 113 Welch Avenue, Class E Retail Alcohol License

9. Requests from Ames Patriotic Council for Memorial Day Parade on Monday, May 25, 2026:
   a. Motion approving blanket Temporary Obstruction Permit for closed area
   b. Resolution approving closure of Pearle Avenue and 5th Street from east of Pearle Avenue through Clark Avenue intersection from 9:00 a.m. to 11:00 a.m. for parade line-up
   c. Resolution approving temporary closure of Clark Avenue from 5th Street to 9th Street between 9:45 a.m. and 11:00 a.m. for movement of the parade
   d. Resolution approving temporary closure of 9th Street between Clark Avenue and Maxwell Avenue from 9:45 a.m. to 11:00 a.m. for movement of the parade
   e. Resolution approving temporary closure of 6th Street at Clark Avenue and Duff Avenue at 9th Street, as parade moves through those intersections
10. Resolution approving appointment of *ex officio* ISU Student Liaison to City Council
11. Resolution approving a Lease Agreement between the City and Iowa State University (ISU) for ISU Land Adjacent Moore Memorial Park
12. Resolution approving an Easement Agreement between the City and Iowa State University (ISU) to place a bridge and future shared use path on ISU Property
13. Resolution authorizing and approving Loan and Disbursement Agreement and providing for the issuance and securing the payment of $5,700,000 Sewer Revenue Bonds, Series 2026B
14. Resolution authorizing and approving a Loan and Disbursement agreement and providing the issuance and securing the payment of $2,100,000 Sewer Revenue Bonds, Series

2026A

15. Resolution approving Professional Services Agreement with Bolton & Menk, Inc., of Ames, IA, for FY 2026/27 Airport Entryway Improvement (South Parking Lot Expansion)
16. Resolution approving Generation Interconnection Agreement with MISO for Electric Services
17. Generator Step-Up (GSU) Transformer for the Ames Municipal Energy Center:
    a. Motion accepting report of bids and delaying award
18. Resolution approving a contract renewal to HTH Companies, Inc., of Union, MO, for the Non-Asbestos Insulation and Related Services and Supply Contract at the Power Plant for the one-year period from July 1, 2026, through June 30, 2027, in an amount not-to-exceed $150,000
19. Resolution awarding contract to ChemTreat, Inc., of Glen Allen, VA, for Chemical Treatment Program for Power Plant for the one-year period from July 1, 2026, through June 30, 2027, in an amount not-to-exceed $398,000
20. Resolution awarding contract to Mississippi Lime Company of St Louis, MO, for pebble lime for the Water Plant in the amount of $248.93/ton
21. Resolution awarding a contract to Electrorep Energy Products of St. Louis, MO, for Unit 8 Battery Replacement at the Power Plant in the amount of $145,111.07 (inclusive of Iowa sales tax)
22. Water Pollution Control Biosolids Hauling Contract:
    a. Resolution accepting completion of Year One contract in the final amount of $89,787.65
    b. Resolution awarding Year Two of Three-Year Biosolids Hauling Contract with Wulfekuhle Injection & Pumping, of Peosta, IA
23. Resolution waiving the City's Purchasing Policy requirement for competitive bidding and awarding a contract to Armor Equipment Co., Inc., of Johnston, IA, for the purchase of a sewer camera system in the amount of $206,985
24. Resolution waiving the City's Purchasing Policy requirement for competitive bidding and awarding a contract to Ascendance Trucks Midwest of Altoona, IA, for the purchase of six semi-trucks in the amount of $1,230,384
25. Resolution approving Change Order No. 2 with J Pettiecord Inc., of Bondurant, IA, for additional tree and brush removal for the Resource Recovery and Recycling Campus

project in the amount of $13,900

26. Resolution setting May 26, 2026, as the date of public hearing to consider adoption of the final amendment to the Fiscal Year 2025/26 Budget
27. Resolution approving preliminary plans and specifications for 2026/27 Airport Entryway Improvement (South Parking Lot expansion), and setting May 28, 2026, as bid due date and June 9, 2026, as date of Public Hearing
28. Resolution approving preliminary plans and specifications for the 2025/26 Asphalt Street Pavement Improvements (Hillcrest Ave, Ellis St, Kentucky Ave, Illinois Ave, Indiana Ave, Oklahoma Dr, and Delaware Ave) project, setting June 3, 2026, as the bid due date and June 9, 2026, as the date of Public Hearing

PUBLIC FORUM: This is a time set aside for comments from the public on topics of City business other than those listed on this agenda. Please understand that the Council will not take any action on your comments at this meeting due to requirements of the Open Meetings Law, but may do so at a future meeting.

PUBLIC WORKS:

29. 2023/24 Multi-Modal Roadway Improvements (Somerset Improvements - Stange Road):
    a. Motion directing staff regarding design alternatives for the 2023/24 Multi-Modal Roadway Improvements (Somerset Improvements - Stange Road)
    b. Resolution approving Amendment No. 1 to contract with Shive-Hattery, Inc., of West Des Moines, IA, for the 2023/24 Multi-Modal Roadway Improvements (Somerset Improvements - Stange Road)

ADMINISTRATION:

30. Staff Report on Tree Removal at 624 Duff Avenue (continued from March 24, 2026)
    a. Motion directing staff

PLANNING AND HOUSING:

31. Request to amend Development Agreement to Change Paving of Cedar Lane to Aurora Avenue
    a. Motion directing staff
32. Staff Report on 608 Burnett Zoning Text Amendments and Incentive Request

a. Motion directing staff

POLICE:

33. Ames Animal Services Update

HEARINGS:

34. Hearing on 13th and Grand Power Line Relocation project:
    a. Motion accepting report of bids
    b. Resolution approving final plans and specifications and awarding a contract to IES Commercial, Inc., of Holdrege, NE, in the amount of $527,595.56
35. Hearing on a Revocable Lease Option with Ames Greenfield Development, LLC to develop, install, and operate solar facilities on approximately 165 acres located on portions of the following properties at the Ames Municipal Airport
    (Motion to continue the hearing to May 19, 2026 requested) **:**
    a. 405 Airport Road
    b. 600 Airport Road
    c. 623 Airport Road
    d. 698 Airport Road
    e. 816 Airport Road
    f. 2540 Airport Drive
    g. 3115 South Duff Avenue Rear
    h. 3300 South Riverside Drive
    i. 3800 South Riverside Drive
    j. 3800 South Riverside Drive Rear
    k. 4200 South Riverside Drive
    l. 4200 South Riverside Drive Rear
    m. 4600 South Riverside Drive
    n. 4600 South Riverside Drive Rear
    o. 4900 South Riverside Drive
    p. 5000 South Riverside Drive
36. Hearing on proposition of entering into Prairieview Industrial Substation Line Tap Construction Agreement and a Transmission Facility Joint Ownership Agreement between ITC Midwest, LLC and entering into a Transmission Interconnection Agreement

by and among ITC Midwest, LLC, the City of Ames and Midcontinent Independent System Operator:

(Motion to continue the hearing to May 26, 2026 requested)

a. Resolution adopting and approving the forms of Prairieview Industrial Substation Line Tap Construction Agreement and Transmission Facility Joint Ownership Agreement between ITC Midwest, LLC, the City of Ames, and Midcontinent Independent System Operator, Inc.

ORDINANCES:

37. Second reading of an ordinance amending Chapter 28 of the *Municipal Code* Section 28.201 to increase water rates by 3.5% and Section 28.304 to increase sanitary sewer rates by 5.5% for charges to be billed on or after July 1, 2026

DISPOSITION OF COMMUNICATIONS TO COUNCIL:

REPORT OF GOVERNING BODY:

38. Participation with agencies, boards and commissions:
    a. Discover Ames (ACVB)
    b. Ames Regional Economic Alliance (AREA)
    c. Story County Emergency Management Agency (SCEMA)
    d. Ames Transit Agency Board of Trustees

COUNCIL COMMENTS:

CLOSED SESSION:

39. Motion to hold Closed Session as provided by Section 21.5(1)(c), *Code of Iowa*, to discuss matters presently in litigation or where litigation is imminent
    a. Motion directing staff

ADJOURNMENT:

Please note that this agenda may be changed up to 24 hours before the meeting time as provided by Section 21.4(2), *Code of Iowa*.

Item No. 4

MEMO

To: Mayor & City Council

From: Renee Hall, City Clerk

Date: May 12, 2026

Subject: Report of Contract Change Orders

The Report of Change Orders for the period of April 16-30, 2026, is attached for the City Council's review and consideration.

ATTACHMENT(S):
Change Order Report - April 16-30, 2026.docx

REPORT OF CONTRACT CHANGE ORDERS

Period:	☐	**1st – 15th**
	☒	**16th – End of Month**
Month & Year:	**April 2026**	
For City Council Date:	**May 12, 2026**	

Department	General Description of Contract	Contract Change No.	Original Contract Amount	Contractor/ Vendor	Total of Prior Change Orders	Amount this Change Order	Change Approved By	Purchasing Contact (Buyer)
Finance	VoIP Phone Service	1	$55,300.11	RingCentral, Inc.	$0.00	$5,708.79	C. Goodenow	QE
Parks & Recreation	Bid Package 08-1 Entrance, Storefront, Curtainwall & Glazing Work, Back Charges for Storefront Repairs, PCO-095, CE-095 for Fitch Family Indoor Aquatic Center	6	$726,526.00	Orning Glass Company, Inc.	$11,985.00	$5,772.00	P. Goldbeck	KS
Parks & Recreation	Bid Package 03-1 Building Concrete Work, Trench Drain, Back Charges for Storefront Repairs & Misc. Hardware Repairs, PCO-094, CE-094, PCO-095, CE-095 & PCO-103, CE-103 for Fitch Family Indoor Aquatic Center	5	$671,500.00	All Star Concrete LLC	$46,894.00	$-(2,780.00)	K. Abraham	KS
Parks & Recreation	Bid Package 32-1 Paving & Sidewalk Work, Lot Striping & Signs, PCO-086, CE-086, for Fitch Family Indoor Aquatic Center	4	$351,588.00	Lakeside Contractors, LLC	$29,546.00	$1,817.00	P. Goldbeck	KS

Department	General Description of Contract	Contract Change No.	Original Contract Amount	Contractor/ Vendor	Total of Prior Change Orders	Amount this Change Order	Change Approved By	Purchasing Contact (Buyer)
Parks & Recreation	Bid Package 13-1 Swimming Pool Work, deduct Racing Line Storage Reel, PCO-091, CE-091, for Fitch Family Indoor Aquatic Center	6	$4,326,187.00	Sande Construction & Supply Co.	$5,3980.00	$-(3,041.00)	K. Abraham	KS
Parks & Recreation	Parks & Recreation Maintenance Building	9	$1,344,075.00	King Knutson Construction	$20,406.86	$173.00	K. Abraham	AM
Parks & Recreation	Parks & Recreation Maintenance Building	10	$1,344,075.00	King Knutson Construction	$20,579.86	$1,983.75	K. Abraham	AM
Parks & Recreation	Parks & Recreation Maintenance Building	11	$1,344,075.00	King Knutson Construction	$22,563.61	$681.00	K. Abraham	AM

Item No. 5

MEMO

To: Mayor & City Council

From: City Clerk's Office

Date: May 12, 2026

Subject: Approval of Minutes

Attached for the City Council's review are the minutes from the Regular City Council Meeting on April 28, 2026.

ATTACHMENT(S):
C26-0428 Summary.pdf

SUMMARY OF MINUTES OF THE
REGULAR MEETING OF THE AMES CITY COUNCIL

AMES, IOWA **APRIL 28, 2026**

The Regular Meeting of the Ames City Council was called to order by Mayor John Haila at 6:03 p.m. on the 28th day of April, 2026, in the City Council Chambers in City Hall, 515 Clark Avenue, pursuant to law. Present were Council Members Bronwyn Beatty-Hansen, Gloria Betcher, Amber Corrieri, Tim Gartin, Rachel Junck, and Anita Rollins.

PROCLAMATION FOR "ARBOR DAY," APRIL 24, 2026: Mayor Haila proclaimed April 24, 2026, as “Arbor Day.” City Forester Gabby Edwards, alongside Parks Maintenance Worker Matt Rochford and Parks and Recreation Director Keith Abraham, accepted the proclamation.

PROCLAMATION FOR "NATIONAL HISTORIC PRESERVATION MONTH," MAY 2026: May 2026 was proclaimed “National Historic Preservation Month” by Mayor Haila. Historic Preservation Commissioner Melissa Goodwin accepted the proclamation, alongside Commissioners Dévon Lewis and James McCormick, and Planning and Housing Director Kelly Diekmann.

PRESENTATION OF HISTORIC PRESERVATION AWARDS: Mayor Haila shared that the Ames Historic Preservation Commission annually recognizes preservation activities within Ames to highlight, honor, and promote preservation efforts.

The first 2026 Keeping the Past Alive award was presented to Pastor Betsy Thompson, representing Ames United Church of Christ, for the historic presentation of the building at 217 6th Street. The second was presented to Kathy Svec and Dorian Stripling, for historic preservation of their single-family home at 603 Grand Avenue. The Crown Jewel of Ames award was then presented to Mimi Wagner, for the restoration of her single-family home at 723 9th Street.

CONSENT AGENDA: Council Member Rollins requested to pull Item No. 23 and Item No. 27.

Moved by Junck, seconded by Betcher, to approve the Consent Agenda less Item No. 23 and Item No. 27.

4. Motion approving payment of claims
5. Motion approving Report of Change Orders for period of April 1-15, 2026
6. Motion approving Summary of Minutes of the Regular City Council Meeting on April 14, 2026, and Special City Council Meeting on April 21, 2026
7. Motion approving Ownership Update for Class E Retail Alcohol License - Sam's Club #6568, 305 Airport Road
8. Motion approving new 5-Day (April 30-May 4, 2026) Special Class C Retail Alcohol License - Gateway Market, 531 Bissell Road Room 1320
9. Motion approving new 8-Month Class C Retail Alcohol License with Outdoor

Service - La Casa Maya, 631 Lincoln Way

10. Motion approving the renewal of the following Alcohol Licenses:
    a. Bar la Tosca, 303 Welch Avenue Ste 101, Class C Retail Alcohol License with Outdoor Service, Pending Dramshop Review
    b. El Jefe Mexican Cuisine LLC, 524 Lincoln Way, Class C Retail Alcohol License with Catering Privilege
    c. Great Plains Sauce & Dough Co., 129 Main Street, Special Class C Retail Alcohol License, Pending Dramshop Review
    d. Hy-Vee Ames Fast and Fresh 1, 4018 Lincoln Way, Class E Retail Alcohol License
    e. Jeff's Pizza Shop, 2402 Lincoln Way, Special Class C Retail Alcohol License
    f. Mother's Pub, 2900 West Street, Class C Retail Alcohol License with Catering Privilege and Outdoor Service
    g. Walgreens #12108, 2719 Grand Avenue, Class E Retail Alcohol License
11. Motion accepting the Fitch Family Indoor Aquatic Center Monthly Report
12. Requests for Ames on the Half Shell:
    a. RESOLUTION NO. 26-242 approving waiver of enforcement of *Municipal Code* Section 17.17 related to alcohol consumption in City parks with respect only to Bandshell Park from 5:00 p.m. to 9:00 p.m. on Fridays May 29 - June 26
    b. Motion approving 5-Day License - Special Class C Retail Alcohol License with Outdoor Service - Ames on the Half Shell, Bandshell Park, for:
        i. May 29 - June 02, 2026
        ii. June 04 - June 08, 2026
        iii. June 11 - June 15, 2026
        iv. June 18 - June 22, 2026
        v. June 25 - June 29, 2026
13. Requests from Ames Pride for Pridefest on October 10, 2026:
    a. Motion approving blanket Temporary Obstruction Permit and blanket Vending License
    b. RESOLUTION NO. 26-243 approving closure of Douglas Avenue from Main Street to 6th Street and 5th Street between Kellogg Avenue and the alley east of Adams Family Funeral Home from 5:00 a.m. to 10:00 p.m.
    c. RESOLUTION NO. 26-244 approving waiver of parking meter fees and enforcement
    d. RESOLUTION NO. 26-245 approving waiver of fee for blanket Vending License
14. RESOLUTION NO. 26-246 approving request from Good Neighbor Emergency Assistance to close Clark Avenue between 6th and 7th Streets from 1:00 p.m. - 8:00 p.m. on Sunday, May 17, 2026, for its Annual Block Party Celebration
15. RESOLUTION NO. 26-247 approving request to modify the City's FY 2025/26 ASSET contract with ChildServe
16. RESOLUTION NO. 26-248 approving request to modify the City's FY 2025/26 ASSET contract with Heartland of Story County
17. RESOLUTION NO. 26-249 approving contract renewal with Earth Services & Abatement for Asbestos Remediation and Related Services and Supply Contract

at the Power Plant for the one-year period from July 1, 2026, through June 30, 2027, in an amount not-to-exceed $200,000

18. RESOLUTION NO. 26-250 approving contract renewal with Wulfekuhle Injection & Pumping, of Peosta, IA, for Cell Maintenance Services for Electric Services (RDF Ash), for the one-year period from July 1, 2026, through June 30, 2027, in an amount not-to-exceed $200,000
19. RESOLUTION NO. 26-251 approving contract renewal with HTH Companies, Inc., of Union, MO, for Specialized Wet Dry Vacuum, Hydro Blast, and Related Cleaning Services for the Power Plant for the one-year period from July 1, 2026, through June 30, 2027, in an amount not-to-exceed $140,000
20. RESOLUTION NO. 26-252 approving Professional Service Agreement with Bolton & Menk, Inc., of Ames, IA, for Preliminary Design and Traffic Safety Improvement Program Grant Application Preparation for G.W. Carver and Cameron School Road Roundabout in an amount not to exceed $60,728
21. FY 2026/27 Airport Facility Improvements Program (Fuel Farm Replacement – AvGas project):
    a. RESOLUTION NO. 26-253 approving submission of the State of Iowa Airport Improvement Program grant application
    b. RESOLUTION NO. 26-254 authorizing $133,333 in local matching funds for the project, including the $100,000 in previously issued G.O. Bonds and $33,333 from the Airport Improvements Fund, to fully fund the project and maximize available grant funding
22. RESOLUTION NO. 26-255 approving amendment to 28E agreement with Iowa Communications Network to add Furman Aquatics Center to the City's network
23. ~~RESOLUTION NO. 26-256 expressing continuing City Council support for the construction of the new thermal generation plant for Electric Services, and authorizing staff to continue the plant development, given the new cost estimate for the project~~
24. RESOLUTION NO. 26-257 approving preliminary plans and specifications for the 69kV Transmission Line Reconstruction from Top O Hollow Substation to Ames Plant Substation project, setting May 27, 2026, as the bid due date, and June 9, 2026, as the date of Public Hearing
25. RESOLUTION NO. 26-258 approving preliminary plans and specifications for the 2025/26 Water System Improvements Program (Barr Drive, Douglas Avenue – 16th Street to O'Neil Drive, and 17th Street - Douglas Avenue to dead end) project, setting May 20, 2026, as the bid due date and May 26, 2026, as the date of Public Hearing
26. RESOLUTION NO. 26-259 setting May 12, 2026, as the date of Public Hearing on the proposition of entering into a Prairieview Industrial Substation Line Tap Construction Agreement and a Transmission Facility Joint Ownership Agreement with ITC Midwest, LLC and entering into a Transmission Interconnection Agreement by and among ITC Midwest, LLC, the City of Ames and Midcontinent Independent System Operator, Inc
27. ~~RESOLUTION NO. 26-260 setting May 12, 2026, as the date of Public Hearing on a Revocable Lease Option with Ames Greenfield Development, LLC to develop, install, and operate solar facilities on approximately 165 acres located~~

~~on portions of the following properties at the Ames Municipal Airport:~~

~~a. 405 Airport Road~~
~~b. 600 Airport Road~~
~~c. 623 Airport Road~~
~~d. 698 Airport Road~~
~~e. 816 Airport Road~~
~~f. 2540 Airport Drive~~
~~g. 3115 South Duff Avenue Rear~~
~~h. 3300 South Riverside Drive~~
~~i. 3800 South Riverside Drive~~
~~j. 3800 South Riverside Drive Rear~~
~~k. 4200 South Riverside Drive~~
~~l. 4200 South Riverside Drive Rear~~
~~m. 4600 South Riverside Drive~~
~~n. 4600 South Riverside Drive Rear~~
~~o. 4900 South Riverside Drive~~
~~p. 5000 South Riverside Drive~~

28. RESOLUTION NO. 26-261 approving Change Order No. 2 with Heritage Petroleum of Evansville, IN, in the amount of $28,000 to increase the oil and lubricants contract for CyRide to $77,300
29. RESOLUTION NO. 26-262 approving contract amendment with On Track Construction, LLC, of Nevada, IA, for Emergency 30-Inch Raw Water Line Repair in the amount of $93,018 for a total contract of $114,588
30. Resource Recovery and Recycling Campus:
    a. RESOLUTION NO. 26-263 approving Change Order No. 2 with RRT Design & Construction of Melville, NY, for Bid Package 40-1 - Millwright/Process Integration Work, a deduct in the amount of $120,550
    b. RESOLUTION NO. 26-264 approving Change Order No. 2 with Jensen Builders, Ltd., of Des Moines, IA, for Bid Package 03-1 – Concrete and Steel Work, in the amount of $82,916.03
    c. RESOLUTION NO. 26-265 modifying Change Order No. 1 with Con-Struct, Inc, of Ames, IA, for Bid Package 31-1 – Site Demolition & Earthwork, a deduct in the amount of $30,000 for a revised Change Order No. 1 amount of $57,717
    d. RESOLUTION NO. 26-266 modifying Change Order No. 1 with RRT Design & Construction of Melville, NY, for Bid Package 40-1 - Millwright/Process Integration Work, a deduct in the amount of $56 for a revised Change Order No. 1, a deduct in the amount of $1,134,376
31. RESOLUTION NO. 26-267 to waive enforcement of Section 19.9 of *Municipal Code* on Wednesday, September 16, 2026 (9:00 am - 8:00 pm) and Thursday, September 17, 2026 (9:00 am - 4:00 pm) at Ada Hayden Heritage Park to allow the Friends of Ada Hayden Heritage Park to provide golf cart tours to mobility impaired individuals
32. RESOLUTION NO. 26-268 approving use of the single-source negotiation provisions of the City's Purchasing Policy and awarding three-year contract to Ziegler Power Systems, Ankeny, IA, for the Water Treatment Plant emergency

generator service maintenance agreement in the amount of $50,508.81

33. RESOLUTION NO. 26-269 awarding contract to Stew Hansen Dodge of Urbandale, Iowa, for the purchase of one RAM 5500 cab and chassis for Public Works Street Maintenance in the amount of $64,512
34. RESOLUTION NO. 26-270 approving contract and bond for the 2025/26 Right-of-Way Restoration Program with Steven's Erosion Control of Des Moines, IA, in the amount of $166,264.49
35. RESOLUTION NO. 26-271 approving contract and bond for the Freel Drive Paving Program with Con-Struct, Inc., of Ames, IA, in the amount of $1,012,310
36. RESOLUTION NO. 26-272 accepting the 2023/24 Pavement Restoration - Slurry Seal Program as completed by Fort Dodge Asphalt Company of Fort Dodge, IA, in the amount of $179,147.62
37. RESOLUTION NO. 26-273 accepting the 2024/25 Pavement Restoration - Slurry Seal Program as completed by Fort Dodge Asphalt Company of Fort Dodge, IA, in the amount of $219,179.42

Roll Call Vote: 6-0. Motions/Resolutions declared carried/adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

CONSTRUCTION OF THE NEW THERMAL GENERATION PLANT FOR ELECTRIC SERVICES; SETTING DATE OF PUBLIC HEARING ON A REVOCABLE LEASE OPTION WITH AMES GREENFIELD DEVELOPMENT, LLC TO DEVELOP, INSTALL, AND OPERATE SOLAR FACILITIES ON PROPERTIES AT THE AMES MUNICIPAL AIRPORT: Council Member Rollins noted that Item No. 23 and Item No. 27 had been discussed in depth at the workshop the previous week, with Item No. 23 relating to continued support for the new thermal generation plant and Item No. 27 relating to setting a Public Hearing date for a potential solar project at the Ames Municipal Airport. She encouraged those interested in learning more to view the video recording of the workshop.

Moved by Rollins, seconded by Junck, to adopt:

23. RESOLUTION NO. 26-256 expressing continuing City Council support for the construction of the new thermal generation plant for Electric Services, and authorizing staff to continue the plant development, given the new cost estimate for the project
27. RESOLUTION NO. 26-260 setting May 12, 2026, as the date of Public Hearing on a Revocable Lease Option with Ames Greenfield Development, LLC to develop, install, and operate solar facilities on approximately165 acres located on portions of the following properties at the Ames Municipal Airport:
    a. 405 Airport Road
    b. 600 Airport Road
    c. 623 Airport Road
    d. 698 Airport Road
    e. 816 Airport Road
    f. 2540 Airport Drive
    g. 3115 South Duff Avenue Rear
    h. 3300 South Riverside Drive
    i. 3800 South Riverside Drive

j. 3800 South Riverside Drive Rear
k. 4200 South Riverside Drive
l. 4200 South Riverside Drive Rear
m. 4600 South Riverside Drive
n. 4600 South Riverside Drive Rear
o. 4900 South Riverside Drive
p. 5000 South Riverside Drive

Roll Call Vote: 6-0. Resolutions declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

PUBLIC FORUM: The Public Forum was opened by Mayor Haila.

Brooke Elliston, representing the South Russell and Lincoln Way neighborhood, spoke regarding the pedestrian crossing at South Russell Avenue and Lincoln Way, Item No. 3 in Dispositions of Communications to Council. She expressed the neighborhood's disagreement with the staff conclusion that no immediate action was warranted and urged the City Council to add the item to a future agenda.

Lee Anne Willson and Bill Gutowski both spoke in support of the proposed solar development at the Ames Municipal Airport, citing climate action goals and the long-term cost stability of locally sourced renewable energy.

Hector Arbuckle raised a pedestrian safety concern at the intersection of Sheldon Avenue, Oakland Street, and Hyland Avenue, noting inadequate signage and a lack of sidewalk connectivity near the CyRide bus stop. He also shared his support of the airport solar project.

Mayor Haila closed the Public Forum when no one else came forward to speak.

IRONS SUBDIVISION SEWER EXTENSION ALTERNATIVES: Director Diekmann presented two sewer extension alternatives for the Irons Subdivision, which was originally approved as a rural subdivision with recorded covenants requiring future connection to City sanitary sewer service.

Mayor Haila opened the Public Input.

Dr. Randy Braden, Lee Huey, Tim Hanson, and Daryl Vegge, residents of Irons Subdivision, each spoke expressing concerns about the financial burden of establishing connections to the City sanitary sewer and questioning the necessity of the sewer connection, with some urging the City Council to reconsider the annexation of the subdivision.

The Public Input was closed by Mayor Haila when no one else came forward to speak.

City Council Members engaged in discussion. No action was taken on this item.

PRELIMINARY PLAT FOR THE AUBURN TRAIL SUBDIVISION: Planner Amelia Schoeneman, alongside Director Diekmann, presented the preliminary plat for Auburn Trail Subdivision, a conservation subdivision within the Ada Hayden Watershed located along Hyde Avenue.

The Public Input was opened by Mayor Haila.

Diane McCauley, President of the Bloomington Courtyard Association, Melanie Cornwell, President of Bloomington Townhomes Association, and Chris Gleason, also of Bloomington Courtyard Association, each expressed concern that the absence of a dedicated trail connection to Ada Hayden Heritage Park would likely cause Auburn Trail residents to cut through their private streets and sidewalks, creating maintenance and liability burdens. Concerns were also raised about the maintenance of native plantings in conservation areas.

Justin Dodge, of Hunziker Companies, explained that the trail connection was removed in order to consolidate to a single pedestrian crossing point on Hyde Avenue. Regarding the maintenance of native plantings in conservation areas, he indicated that the developer would remain involved with the Auburn Trail Subdivision until build-out to ensure that the native plants and other plantings were established and maintained appropriately.

Mayor Haila closed the Public Input when no one else came forward to speak.

Moved by Rollins, seconded by Gartin, to approve Alternative No. 1: Adopt RESOLUTION 26-274 approving the Preliminary Plat for the Auburn Trail Subdivision located at 4605 Hyde Avenue and 4514 Hyde Avenue and adjacent properties to the north with the alternative design request for block lengths and the following conditions:

a. Erosion and sediment control plans for construction phasing shall be submitted for approval by the Municipal Engineer prior to any grading work on the site.
b. Private park improvements and required elements shall be proposed for City approval as part of final platting of the 2nd Addition.
c. Additional native landscaping such as perennial beds shall be added at entrance points to open space areas or mid-block crossings as part of the landscape plans proposed with final platting of each phase.
d. The final street tree, streetlight, landscaping, and conservation management plan approvals shall be deferred until final plat approval for each phase.
e. An easement and or agreement with the City of Ames to allow for a sanitary sewer service line to be located on City property extending from Lot 178 and Outlot G to connect to the existing sanitary sewer main located with Ada Hayden park shall be submitted by the applicant for approval by the City of Ames prior to approval the final plat that includes Lot 178.

Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

SELECTION OF A PROPOSAL FOR THE PURCHASE OF SINGLE-FAMILY

MARKET-RATE LOTS IN THE BAKER SUBDIVISION: Planning and Housing Coordinator Vanessa Baker-Latimer, alongside Director Diekmann, presented information regarding the selection of a proposal for the purchase of single-family market-rate lots in the Baker Subdivision.

The Public Input was opened by Mayor Haila.

Justin Dodge, of Hunziker Companies, shared that he was more familiar with Genesis Homes, and noted the closeness in the scores of the proposals from Genesis and Keystone.

Mayor Haila closed the Public Input when no one else came forward to speak.

Moved by Junck, seconded by Rollins, to adopt:

- RESOLUTION 26-275 approving the proposal for the sale of six (6) market-rate lots available within the Baker Subdivision to Keystone Equity Group
- RESOLUTION 26-276 setting May 26, 2026, as the date of Public Hearing

Roll Call Vote: 6-0. Resolutions declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

SOUTH CAMPUS REDIRECTION AREA: Planner Benjamin Campbell presented a staff report on the South Campus Redirection Area, a mixed-use neighborhood south of Lincoln Way and ISU Campus identified in the Ames Plan 2040 as anticipated to redevelop within the next 20 years.

Mayor Haila opened the Public Input.

Hector Arbucklespoke in support of Option No. 3, or a blend of Option No. 2 and Option No. 3, noting the challenge of finding affordable student housing close to campus and suggesting that denser, student-focused development would relieve pressure on nearby neighborhoods.

The Public Input was closed by Mayor Haila when no one else came forward to speak.

Moved by Beatty-Hansen, seconded by Junck, to consider Option No. 3 with the exception of height, keeping height within the realm of Option No. 2 in the area east of Hayward Avenue.
Vote on Motion: 6-0. Motion declared carried unanimously.

2025/26 ASPHALT STREET PAVEMENT IMPROVEMENTS - SIDEWALK INFILL ALONG DELAWARE AVENUE: Public Works Director Justin Clausen presented options for completing sidewalk connectivity along Delaware Avenue as part of the 2025/26 Asphalt Street Pavement Improvements project.

The Public Input was opened by Mayor Haila.

Pete Matthews spoke in support of sidewalk infill on the east side of Delaware Avenue, noting concerns about tree impacts, slope, and the burden of snow clearing.

Mayor Haila closed the Public Input when no one else came forward to speak.

Moved by Junck, seconded by Beatty-Hansen, to approve Option No. 2: West Side Sidewalk Infill.
Vote on Motion: 6-0. Motion declared carried unanimously.

Moved by Betcher, seconded by Junck, to direct staff to continue consideration of installing sidewalk on the east side of Delaware Avenue at the City-owned properties, including the properties in between, in conjunction with other projects in the future to establish better connectivity.
Vote on Motion: 6-0. Motion declared carried unanimously.

HEARING ON XENIA RURAL WATER DISTRICT FOR THE SALE OF POTABLE WATER: Water and Pollution Control Director John Dunn presented Amendment No. 2 to the 1996 agreement with Xenia Rural Water District, which governed the sale of drinking water from the City to Xenia. A minor change to paragraph 15 was recommended by staff.

The Public Hearing was opened and closed by Mayor Haila when no one came forward to speak.

Moved by Gartin, seconded by Beatty-Hansen, to approve Alternative No. 1, with the proposed change to paragraph 15, and adopt:

- RESOLUTION 26-277 approving the disposal of an interest in real property located at 900 S 500th Avenue
- RESOLUTION 26-278 approving Amendment No. 2 for contract with Xenia Rural Water District

Roll Call Vote: 6-0. Resolutions declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

FIRST READING OF AN ORDINANCE AMENDING CHAPTER 28 OF THE *MUNICIPAL CODE* TO INCREASE WATER RATES BY 3.5% AND SECTION 28.304 TO INCREASE SANITARY SEWER RATES BY 5.5% FOR CHARGES TO BE BILLED ON OR AFTER JULY 1, 2026: Director Dunn was present to answer questions.

Mayor Haila opened and closed Public Input when no one came forward to speak.

Moved by Betcher, seconded by Beatty-Hansen, to pass on first reading an ordinance amending Chapter 28 of the *Municipal Code* to increase water rates by 3.5% and Section 28.304 to increase sanitary sewer rates by 5.5% for charges to be billed on or after July 1, 2026.
Roll Call Vote: 6-0. Motion declared carried unanimously.

REZONING WITH MASTER PLAN FOR 4605 AND 4510 HYDE AND ADJACENT

PROPERTIES TO THE NORTH (AUBURN TRAIL DEVELOPMENT): Moved by Betcher, seconded by Beatty-Hansen, to adopt RESOLUTION 26-279 approving the Rezoning Agreement for 4605 and 4510 Hyde Avenue and adjacent properties to the North (Auburn Trail Development).
Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

Moved by Rollins, seconded by Beatty-Hansen, to pass on third reading and adopt ORDINANCE NO. 4593 Rezoning and Master Plan for 4605 and 4510 Hyde Avenue and adjacent properties to the North (Auburn Trail Development).
Roll Call Vote: 6-0. Motion declared carried unanimously.

THIRD READING AND ADOPTION OF ORDINANCE NO. 4594 ZONING TEXT AMENDMENT CREATING A NEW ZONING OVERLAY DISTRICT (WEST UNIVERSITY PEDESTRIAN ENHANCEMENT DISTRICT) RELATED TO DENSITY, PARKING, AND DESIGN REQUIREMENTS TO BE APPLIED BETWEEN SHELDON AND HYLAND AND LINCOLN WAY AND OAKLAND: Moved by Betcher, seconded by Beatty-Hansen, to pass on third reading and adopt ORDINANCE NO. 4594 relating to a Zoning Text Amendment creating a new zoning overlay district (West University Pedestrian Enhancement District) related to Density, Parking, and Design Requirements to be applied between Sheldon and Hyland and Lincoln Way and Oakland.
Roll Call Vote: 6-0. Motion declared carried unanimously.

DISPOSITION OF COMMUNICATIONS TO COUNCIL: Mayor Haila noted that there were seven items for consideration. The first item was from Claire E. Hosch regarding pedestrian and driver safety concerns at the Gray Avenue and Sunset Drive intersection.

Moved by Junck, seconded by Betcher, to refer to staff for a memo.
Vote on Motion: 6-0. Motion declared carried unanimously.

A proposal from Jacquie Frick for a community food pantry on public property was the second item.

Moved by Beatty-Hansen, seconded by Junck, to inform the requestor that the City Council was supportive of the idea, but would prefer that the pantry be placed on private property.
Vote on Motion: 6-0. Motion declared carried unanimously.

The third item was a memo regarding a pedestrian crossing evaluation for Lincoln Way at South Russell from Traffic Engineering Manager Damion Pregitzer.

Moved by Junck, seconded by Betcher, to place the item on a future agenda and to evaluate CyRide stops in the area that might contribute to additional pedestrian crossings.
Vote on Motion: 6-0. Motion declared carried unanimously.

Concerns from Rhonda Frerichs regarding the proposed Ontario Workforce Housing

Development was the fourth item.

Moved by Beatty-Hansen, seconded by Rollins, to direct staff to respond to the requester and answer their questions.
Vote on Motion: 6-0. Motion declared carried unanimously.

The fifth item was from Paul and Cindy Larson regarding the Irons Way Annexation. No action was taken on the item.

A memo from Director Diekmann regarding a request to initiate zoning ordinance changes and incentives for apartment development at 608 Burnett was the sixth item.

Moved by Betcher, seconded by Junck, to place the item on a future agenda.
Vote on Motion: 6-0. Motion declared carried unanimously.

The final item was from Director Diekmann in response to a request from Ames Silversmithing for site plan changes for Parking to Rear of the Building.

Moved by Betcher, seconded by Junck, to place the item on a future agenda, if necessary.
Vote on Motion: 6-0. Motion declared carried unanimously.

REPORT OF GOVERNING BODY: The Members of the City Council and Mayor provided highlights from their attendance at various board and commission meetings.

COUNCIL COMMENTS: The Mayor and City Council Members reported on various events attended, upcoming meetings, community events, and items of interest.

ADJOURNMENT: Moved by Betcher, seconded by Beatty-Hansen, to adjourn the meeting at 8:57 p.m.
Vote on Motion: 6-0. Motion declared carried unanimously.

_____ _____
Taylor Swanson, Deputy City Clerk John A. Haila, Mayor

_____
Renee Hall, City Clerk

Item No. 6

MEMO

To: Mayor & City Council

From: City Clerk's Office

Date: May 12, 2026

Subject: Approval of Civil Service Candidates

Attached are the minutes for the Regular Meeting of the Civil Service Commission held on March 26, 2026, and April 30, 2026.

ATTACHMENT(S):
April 30, 2026 Civil Service Minutes.pdf
March 26, 2026 Civil Service Minutes.pdf

MINUTES
AMES CIVIL SERVICE COMMISSION
Council Chambers, City Hall
515 Clark Ave, Ames, Iowa
April 30, 2026

Call to Order
Chair, Kim Linduska, called the meeting of the Ames Civil Service Commission to order at 8:15am. In attendance were Harold Pike, Co-Chair, Larry Conley, Commission Member, and Vicki Hillock, Commission Clerk. Bethany Ballou, Human Resources Director, was brought in telephonically. Also attending, Audrey Hudspith, HR Intern and two students with Ames High School, Connor Pepper and Corbin Goodman.

Approval of Minutes
Moved by Pike, seconded by Conley, to approve March 26, 2026, regular meeting minutes. Vote on Motion: 3-0. Motion carried unanimously.

Certification of Entry-Level Applicants

Backflow Prevention Specialist	Parvez Faisal	79
	Timothy Link	78
Civil Design Technician	John Moxness	83
	Anthony Hamblin	76
Electric Service Worker	Kelby Haynes	88
	Matthew Rardin	87
	Jace Schultz	82
Firefighter	Alexander Buttermore	85
	Lucas Peterson	83*
	Dylan Wolfe	81
	Nick Rose	79
	Joseph Crum	79
	Alexander Harkness	77
	Cody Thompson	77
	Carter Theusch	75
	Trysta Hawkins	75
	Brenden Kaldenberg	70
Power Plant Custodian	Jacob Smith	91
	Conner Wilkening	87
	Jonathan Rodriguez	72
	Marian McLain	70
	Timothy Maurer	70

* Includes preference points
** Indicates carryover from prior certified list

Moved by Conley, seconded by Pike, to certify the above individuals to the Ames City Council as Entry-Level Applicants. Vote on Motion: 3-0. Motion carried.

The Commission members recognized and welcomed the HR Intern and Students from Ames High School to the meeting. The HR Director, Ballou, explained Civil Service and the responsibilities of the Commission.

Next Regular Meeting
Meeting will be held in-person on Thursday, May 28, 2026, at 8:15am in Council Chamber of City Hall.

Adjournment
The meeting adjourned at 8:17 am.

_____ _____
Kim Linduska, Chairperson Vicki Hillock, Commission Clerk

MINUTES
AMES CIVIL SERVICE COMMISSION
Council Chambers, City Hall
515 Clark Ave, Ames, Iowa
March 26, 2026

Call to Order
Chair, Kim Linduska, called the meeting of the Ames Civil Service Commission to order at 8:15am. In attendance were Harold Pike, Co-Chair, Larry Conley, Commission Member, and Vicki Hillock, Commission Clerk. Bethany Ballou, Human Resources Director, was brought in telephonically.

Approval of Minutes
Moved by Pike, seconded by Conley, to approve the February 26, 2026, regular meeting minutes and the March 3, 2026, special meeting minutes. Vote on Motion: 3-0. Motion carried unanimously.

Certification of Entry-Level Applicants

Ice Arena Coordinator	Paul Hedley	89
	Haley Bryan	80
Ice Arena Manager	Kendra Musick	77
	Jason Pyle	77
	Bryan Smith	77
Wellness Program Manager	Muriel Hyndman	85
	Morgan Brons	83
	Claire Eagan	82

* Includes preference points
** Indicates carryover from prior certified list

Moved by Linduska, seconded by Conley, to certify the above individuals to the Ames City Council as Entry-Level Applicants. Vote on Motion: 3-0. Motion carried.

Request to Exhaust List of Planner Staff requests that the Civil Service Commission exhaust this current list so we may continue with an open recruitment.

Moved by Conley, seconded by Pike, to exhaust Planner entry level certified list. Vote on Motion: 3-0. Motion carried.

Next Regular Meeting
Due to a scheduling conflict, the April Meeting will be held in-person (weather permitting) on Thursday, April 30, 2026, at 8:15am in Council Chamber of City Hall.

Adjournment
The meeting adjourned at 8:19 am.

_____ _____
Kim Linduska, Chairperson Vicki Hillock, Commission Clerk

Item No. 7

MEMO

To: Mayor and City Council

From: Taylor Swanson, Deputy City Clerk

Date: May 12, 2026

Subject: Ownership Update for Class C Retail Alcohol License - Morning Bell Coffee Roasters, 111 Main Street Suites 101-103

Please see the attached documentation for a motion approving Ownership Update for Class C Retail Alcohol License - Morning Bell Coffee Roasters, 111 Main Street Suites 101-103.

ATTACHMENT(S):
Ownership Amendment - Morning Bell Coffee Roasters.pdf

City of Ames
Local Authority Review
Ownership Amendment

Business Information

Legal Business Name: ZLM LLC

Old Ownership Information

- Voloshen, Ella (owner)
- Kroeschell, Robert (owner)
- Storjohann, Kari (owner)
- Thompson, Tabitha (owner)
- Westlake, Maxwell (owner)
- Schill, Madeline (owner)

New Ownership Information

- Kroeschell, Robert (owner)
- Storjohann, Kari (owner)
- Thompson, Tabitha (owner)
- Vrba, Jessica (owner)

Impacted Licenses

- LC0050002, Class C Retail Alcohol License, Morning Bell Coffee Roasters, 111 Main Street Suites 101-103

Criminal History

Has anyone listed on the Ownership page been charged or convicted of a felony offense in Iowa or any other state of the United States?

NO

Has anyone listed on the Ownership page been convicted of any violation of any state, county, city, federal or foreign law? For traffic violations, only include those that are drug or alcohol related.

NO

MEMO

To: Mayor John Haila and Ames City Council Members

From: Major Jason Tuttle, Ames Police Department

Date: May 12, 2026

Subject: Alcohol License Renewals

The following licenses are eligible for renewal:

a. BP, 2720 East 13th Street, Class E Retail Alcohol License
b. Casey's General Store #2298, 428 Lincoln Way, Class E Retail Alcohol License
c. Casey's General Store #2560, 3020 S Duff Avenue, Class E Retail Alcohol License
d. Gateway Hotel and Conference Center, LLC, 2100 Green Hills Drive, Class C Retail Alcohol License with Catering Privilege
e. Hilton Garden Inn Ames, 1325 Dickinson Avenue, Class C Retail Alcohol License with Outdoor Service, Pending Dramshop Review
f. North Grand Cinema, 2801 Grand Avenue Ste 1300, Special Class C Retail Alcohol License
g. Octagon Center for the Arts, 427 Douglas Avenue, Special Class C Retail Alcohol License with Outdoor Service, Pending Dramshop Review
h. Crown Liquor, 113 Welch Avenue, Class E Retail Alcohol License

A review of police records for the past 12 months found no liquor law violations for BP, Casey's General Store #2298, Casey's General Store #2560, Gateway Hotel and Conference Center, Hilton Garden Inn, North Grand Cinema and Octagon Center for the Arts. The Police Department recommends the license renewal for these businesses.

A review of police records for Crown Liquor for the last 12 months found two citations, one for providing alcohol to a person underage and one for possession of alcohol underage. Officers will continue to monitor the location for liquor law violations and offer ID training for staff members. The Police Department recommends renewal of this license.

ITEM #:	**9**
DATE:	**05-12-26**
DEPT:	**ADMIN**

COUNCIL ACTION FORM

SUBJECT: REQUESTS FROM AMES PATRIOTIC COUNCIL FOR MEMORIAL DAY PARADE ON MONDAY, MAY 25, 2026

BACKGROUND:

Each year the Ames Patriotic Council conducts a community observance of Memorial Day. This observance involves a parade from City Hall to Ames Municipal Cemetery, followed by a community memorial service at the Cemetery.

The following requests for May 25, 2026, are presented for City Council approval in order to facilitate the Memorial Day observance:

- Closure of Pearle Avenue and Fifth Street from east of Pearle Avenue through the Clark Avenue intersection from 9:00 a.m. to 11:00 a.m. for the line-up and start of the parade entries.

- Temporary closure of Clark Avenue from Fifth Street to Ninth Street (for movement of the parade) between 9:45 a.m. and 11:00 a.m.

- Temporary closure of Ninth Street between Clark Avenue and Maxwell Avenue (for movement of the parade) between 9:45 a.m. and 11:00 a.m.

- Temporary closure of Sixth Street at Clark Avenue and Duff Avenue at Ninth Street as the parade moves through those intersections.

A blanket Temporary Obstruction Permit is also requested for the closed areas. It should also be noted that temporary closures of residential streets that intersect Ninth Street and Clark Avenue will occur as the parade progresses.

Public Works will provide barricades for all of the street closure areas. Barricades will be staffed by parade volunteers and/or residents of the area. Most intersection closures will last only for a few minutes.

The Police Department will provide a lead car for the parade and will assist participants through the Ninth Street and Duff Avenue intersection.

The rain location for activities will be the Ames Municipal Auditorium. No lost parking meter revenue is anticipated due to the holiday.

ALTERNATIVES:

1. Approve the Ames Patriotic Council's requests for use of City facilities and services as outlined above of for the Memorial Day observance on May 25, 2026.

2. Direct the Ames Patriotic Council to pursue alternate plans for the Memorial Day observance.

3. Do not approve the requests.

CITY MANAGER'S RECOMMENDED ACTION:

The parade and memorial service at the Municipal Cemetery are an integral part of the community's annual Memorial Day commemoration. Therefore, it is the recommendation of the City Manager that the City Council approve Alternative No. 1, as described above.

ATTACHMENT(S):
Memorial Day Application
Parade Route for Memorial Day.pdf

Special Event Application

Submitted on	3 May 2026, 11:07PM
Receipt number	29
Related form version	3

Event Organizer Information

Name	Memorial Day Parade
Organization	Ames Patriotic Council
Email Address	[redacted]
Phone Number	[redacted]
Street Address	[redacted]
City/State/Zip	[redacted]

Additional Responsible Parties

Item 1	**Name** Tim Gartin **Email Address** [redacted] **Phone Number** [redacted]
Item 2	**Name** Herman Quirmbach **Email Address** [redacted]

Phone Number	[redacted]

Event Details

Event Name	Memorial Day Parade & Program
Date	05/25/2026
If your event is more than one day, please specify date range.	No
Location/Address	Parade from City Hall to Municipal Cemetery
Rain Date (if applicable)	05/25/2026
Rain Location (if applicable)	Ames City Auditorium
Upload the event site plan here:	Parade route for Memorial Day[99].pdf
Is this an annual event?	Yes
How many years?	50
Region	City Parks
Upload your letter of support from AREA here.	
Upload your letter of support from ISU here.	
Upload your letter of support from Ames Main Street here.	
Please explain:	
Timeline	Set up at 9:00 AM; parade begins at 9:45 Parade from 5th & Clark to 9th St.; East on 9th St. to the Municipal Cemetery. The program begins at 11:00 and will end by noon. Flags are taken down mid-afternoon.
Description of Event Activities	Parade and then a patriotic program at the Municipal Cemetery.
Event Category	Parade/Procession/March
Is the event open to the public?	Yes
Anticipated Daily Attendance	200

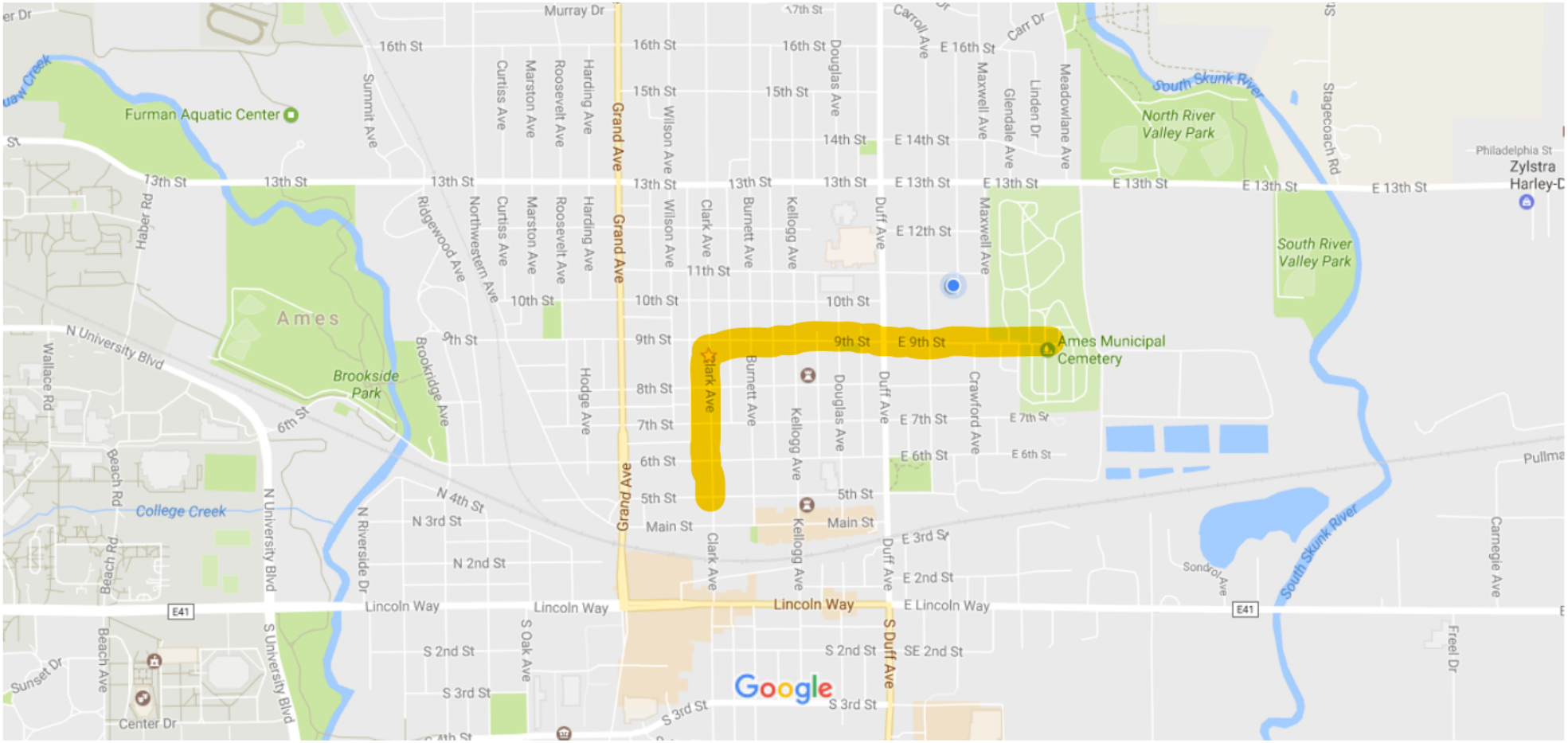
Audience Profile	The entire community.
Is your event being held in conjunction with another event? (e.g. Farmers' Market, 4th of July etc.)	No
Please list.	
Organization Status	Nonprofit
Are patron admission, entry, or paricipant fees required?	No
Percentage of net proceeds going towards fundraising:	
Percentage of net proceeds going towards for-profit entity:	
Are vendor or other fees required?	No

Security & Communication

Who will be responsible for security during the event? Check all that apply.	Volunteers
Security Organization	
Security Organization Contact Name	
Security Organization Phone Number	
Security Organization Email	
Number of Volunteers	10
Number of Staff	
Describe identification method of staffing levels (e.g. yellow shirts for volunteers, red shirts for managers).	Safety vests.
Provide details of the training for crowd management personnel/staff/volunteers, including dates and times of pre-event briefing and training sessions.	Volunteers for the barricades will be briefed two weeks in advance.
Provide details of how the number of attendees at the event are to be monitored and controlled (e.g. ticketed event; monitored entrances and exits).	The parade is along public streets and the program is held at the Municipal Cemetery. They are open for coming and going. If the program is held at the City Auditorium, there are designated exits.
Will there be police on site during your event?	Yes

Google Maps

Parade Route - Clark to 9th St then Cemetery
Will need barricades at cross streets-volunteers to man
Need 6th St closed from Pearl St to Clark for parade line-up



Item No. 10

MEMO

To: City Council

From: John A. Haila, Mayor

Date: May 12, 2026

Subject: Appointment of ex officio Student Liaison to the City Council

I have been informed that the Iowa State University Student Government has selected Trey Anderson to serve as the City Council's *ex officio* representative. Therefore, I request that the Council appoint Trey Anderson, representing the ISU Student Government, as the *ex officio* Student Liaison to the City Council.

ITEM #:	**11**
DATE:	**05-12-26**
DEPT:	**P&R**

COUNCIL ACTION FORM

SUBJECT: LEASE AGREEMENT FOR ISU LAND ADJACENT MOORE MEMORIAL PARK

BACKGROUND:

Moore Memorial Park includes approximately 30 acres of land on the west side of Ioway Creek. This land was leased to Iowa State University (ISU) for farming for many years. To assist with the Water Pollution and Control's (WPC) Nutrient Reduction goals, the farmland was converted to prairie in spring of 2023.

ISU is still farming approximately 24 acres of ISU land directly west of the Moore Memorial Park prairie. ISU has decided to stop farming this area and is willing to lease this to the City at no cost. Once the agreement is approved, the City would convert the farmland to prairie and manage the prairie thereafter. The Water Pollution Control Department CIP - Watershed-based Nutrient Reduction project has $75,000 in FY 2026/27 that will be used to cover the cost of this conversion.

If Council approves this request for additional acres, there will be almost 55 acres of prairie that helps reduce nutrient runoff into Ioway Creek. It'll also provide additional habitat for pollinators, birds, and wildlife. Mowed paths through the prairie will be established for individuals to use. By entering into this agreement, it will also keep heavy farm equipment off of Scholl Road once a shared use path is established.

Attached is the Lease Agreement which is similar to the other leases (e.g. Brookside Park, Stuart Smith Park) the City has with Iowa State University (ISU). Below are some highlights of the Agreement:

Paragraph 1. Term - The agreement will be for 20 years, July 1, 2026 -June 30, 2046.

Paragraph 3. Consideration - There shall be no monetary payments for this lease.

Paragraph 4. Use of Leased Site - The City shall use the site only as public park and comply with all applicable laws, regulations and ordinances.

Paragraph 5. Improvements - The City, at its expense, shall convert the land to prairie within two years of the commencement of the agreement. The City may establish mown trails and install interpretive signage on the leased site. It does state that any shared use path installed within the leased area will be governed by a separate easement agreement.

Paragraph 7. Maintenance - This outlines that the City is responsible for maintaining the area including associated costs. It also defines communication and consultation with ISU prior to work being performed.

Paragraph 8. Hazardous Substances - Acknowledges that no environmental study has been performed on this and allows the City to terminate the lease agreement if existing hazardous substances are discovered on the leased site.

Paragraph 10. Emergency Services - The City shall be responsible for providing emergency services but this does not contravene any existing or future 28E agreements between the City and ISU.

Leasing of this land has been discussed with the Parks and Recreation Commission, and they recommend City Council approve the lease agreement.

ALTERNATIVES:

1. Approve the lease agreement with ISU for 24 acres of land adjacent Moore Memorial Park

2. Do not approve the lease agreement

3. Refer back to staff

CITY MANAGER'S RECOMMENDED ACTION:

This lease agreement is a win for several reasons: 1) it helps reduce nutrients entering the surrounding waterways; 2) provides habitat for pollinators, birds, and wildlife; 3) it keeps heavy farm equipment out of this area and off of a future shared use path; and 4) it provides a natural recreation area for users to walk, watch birds, and enjoy nature. Funding is available in the WPC CIP-Watershed-based Nutrient Reduction project and Parks and Recreation is already maintaining the adjacent Moore Memorial Park prairie.

This is another positive example of the town and gown relationship the City has with ISU. Therefore, it is the City Manager's recommendation that the City Council approve Alternative #1 as stated above.

ATTACHMENT(S):
Moore Bottoms Lease.pdf

DO NOT WRITE IN THE SPACE ABOVE THIS LINE; RESERVED FOR RECORDER

Legal Description: See pages 7-8

Prepared by: Mark Lambert, 515 Clark Avenue, Ames IA 50010, 515-239-5146

Return to: Ames City Clerk, 515 Clark Ave., P.O. Box 811, Ames, IA 50010

LEASE AGREEMENT
(MOORE BOTTOMS)

This Lease Agreement, effective as of _____, 2026, is entered into between the Iowa Board of Regents acting for and on behalf of Iowa State University of Science and Technology ("ISU") and the City of Ames, Iowa ("City").

1. Term. The term of this Lease Agreement shall be 20 years, commencing on July 1, 2026 and ending on June 30, 2046 ("Term"), unless earlier terminated by mutual agreement of the parties or as set forth in Section 14 (Termination) of this Lease Agreement.

2. Leased Site. During the Term, ISU leases to the City for use as a public park the following described site situated in Story County, Iowa ("Leased Site"):

LEGAL DESCRIPTION AND DEPICTION ATTACHED AS EXHIBITS A AND B

3. Consideration. There shall be no monetary payments due or owing from the City to ISU under this Lease Agreement. This Lease Agreement is of mutual benefit to both parties, and the City's consideration for this Lease Agreement is its agreement to maintain the Leased Site.

4. Use of Leased Site. The City shall use the Leased Site only as a public park for the benefit of the residents of the City of Ames and the students, employees, and guests of ISU. The City shall manage the Leased Site in accordance with the City Park Rules and ordinances. The City shall comply with all applicable laws, regulations, and ordinances in connection with its use of the Leased Site, including but not limited to those pertaining to accessibility by persons with disabilities. The City shall not use or permit others to use any heavy equipment on the Leased Site without written permission of ISU. Emergency and maintenance vehicles are permitted to be used on the Leased Site.

5. Improvements. The City shall, at its expense, convert the fields on the Leased Site to native prairie within two years from the commencement of the Term and shall maintain the native prairie on the Leased Site throughout the Term. The City may, at its expense,

establish mown or mulched trails and install interpretive signage on the Leased Site. The City shall not construct or install any other improvements on the Leased Site without the prior written approval of ISU. Notwithstanding the foregoing, the parties acknowledge that they are entering into a separate easement agreement that will permit the City to install a shared use path on a portion of the Leased Site and that the easement agreement will govern the shared use path and not this Lease Agreement.

6. NO WARRANTY. ISU makes no representations or warranties regarding the Leased Site. The City is responsible for determining whether the Leased Site is suitable for its activities on the Leased Site.

7. Maintenance. During the Term, the City shall, at its expense, care for and maintain the Leased Site in a reasonably safe and serviceable condition. The City shall: maintain the native prairie and any trails or signage it installs on the Leased Site; mow grass; remove weeds and debris; prune and care for trees, bushes, and other vegetation; and remove dead, no longer thriving, or fallen trees, bushes, and other vegetation. The City shall confer with ISU prior to cutting down any live trees on the Leased Site, but the City may trim dead and/or broken limbs that create hazardous situations. The City shall do what is reasonably necessary to control soil erosion resulting from the City's use of the Leased Site, including maintenance and preservation of existing watercourses and waterways. The City shall confer with ISU prior to taking any soil erosion or other land management measures on the Leased Site, unless in the City's judgment such measures are immediately necessary to preserve or protect life or property or to comply with environmental laws, in which instance the City may take immediate soil erosion or other land management measures and shall notify ISU as soon as practicable thereafter. The City shall coordinate its maintenance activities with an ISU designated point of contact to ensure the activities do not interfere with ISU activities on adjacent ISU property. The City shall, when requested by ISU and not more than annually, meet with ISU representatives to review the Leased Site. The City shall provide ISU contact information for the individual ISU may contact if ISU believes maintenance or repairs are needed and to whom ISU may refer inquiries received from members of the public.

8. Hazardous Substances. Both parties acknowledge that no environmental study has been performed on the Leased Site prior to entering into this Lease Agreement to determine if any hazardous substances exist on the Leased Site prior to the City taking possession of it. The City may terminate this Lease Agreement upon written notice to ISU if existing hazardous substances are discovered on the Leased Site. The City shall not permit any hazardous substances to be stored or handled on the Leased Site and shall be responsible for the removal of any hazardous substances that are deposited on the Leased Site as a result of the City's activities on the Leased Site during the Term.

9. No Liens. The City shall pay or cause to be paid all costs for work done by it or caused to be done by it on the Leased Site, and the City will keep the Leased Site free and clear of all mechanics' liens or claims relating to the City's improvements and other liens on account of work done for the City.

10. Emergency Services. The City shall be primarily responsible for providing emergency services (e.g., fire protection, law enforcement) on the Leased Site. However, nothing herein shall contravene any existing or future 28E Agreements between the parties unless specifically stated. The City shall, when requested by ISU in writing and at no cost to ISU, provide

crime statistics related to the Leased Site within 30 days of ISU's written request.

11. ISU Access. ISU may access the Leased Site to grow and harvest crops present on the Leased Site as of the commencement of the Term until January 31, 2027. During the Term, ISU may access the Leased Site to install and maintain on the Leased Site utility conduit, pipelines, and similar items to supply utilities to property owned or controlled by ISU. ISU shall perform the installation and maintenance in a manner reasonably calculated to minimize interference with the City's activities on the Leased Site and shall, at its expense, restore to its prior condition any portion of the Leased Site, including any City improvement on the Leased Site, disrupted or damaged by ISU's work. ISU may also enter the Leased Site during the Term during regular business hours for purposes of conducting periodic inspections of the Leased Site, provided such inspections shall be subject to the terms of, and shall not interfere with, the rights of the City under this Lease Agreement. During the Term, ISU may also access the Leased Site, in coordination with the City's designated contact, to conduct academic teaching, research, and outreach related to the flora, fauna, and ecological processes occurring on the Leased Site.

12. Taxes. The parties anticipate that there will be no real estate taxes or assessments assessed against the Leased Site or the City's improvements. Should such taxes or assessments be assessed, the City shall be responsible for the payment of such taxes or assessments.

13. Reversion to ISU. If ISU determines that it needs a portion of the Leased Site for its own operations, the parties shall enter into an amendment to this Lease Agreement to remove such portion from the legal description of the Leased Site. The cost to prepare an amended legal description, including but not limited to surveying expense, shall be paid by ISU.

14. Termination. This Lease Agreement shall terminate upon expiration of this Lease Agreement unless earlier terminated by mutual agreement of the parties or as otherwise set forth in this section. ISU may terminate this Lease Agreement following the procedures set forth in this section if one or more of the following events occur:

a. The City fails to convert the fields on the Leased Site to native prairie within twoyears from the commencement of the Term;

b. The City uses the Leased Site for purposes other than as stated in Section 4; or

c. The City breaches a material term of this Lease Agreement and such breach is serious and goes against the essence of the transaction. A breach is serious and goes against the essence of the transaction only in the following cases:

i. The breach has caused or is reasonably expected to cause damages in excess of $500,000, such amount to be adjusted annually each July 1 for inflation using the Department of Labor's Consumer Price Index-Urban [CPI-U, All Items, All City Average, 1982-84-100] issued in the preceding month; or

ii. The City has repeatedly breached a material term of this Lease Agreement within any two-year period, or the City has engaged in a pattern of material breaches of this Lease Agreement; provided, however, this clause may only apply where the City's breaches indicate deliberate indifference to the terms of this Lease.

ISU shall notify the City in writing of its intent to terminate this Lease Agreement and the nature of event or breach ISU believes has occurred and shall provide the City with a reasonable period commensurate with the nature of the event or breach to cure such event or breach. If the City fails to cure such event or breach by the end of the cure period, ISU shall give at least 60 days advance written notice, and termination shall be automatic at the end of the 60-day notice period, unless the curative measures required cannot be accomplished by the City within 60 days due to seasonal weather. Prior to the expiration of the 60-day notice period, the City may appeal to the Iowa Board of Regents in accordance with the applicable appeal procedure (if any) in the Board Policy Manual to contest whether the event or breach occurred, whether ISU provided a reasonable cure period, or whether the City cured the event or breach. If the City files an appeal, the Lease Agreement shall not be terminated while the appeal is pending. The foregoing shall in no way affect or impair the right of either party to pursue any other legal or equitable remedy to which either party may be entitled.

15. Surrender of the Leased Site. Upon the termination of this Lease, the City shall vacate the Leased Site. Unless ISU and the City have agreed otherwise in writing, the City shall remove, at its expense, any signage, equipment, improvements, and personal property ("City Property") from the Leased Site and return the Leased Site to a safe, open space. The parties agree to meet and determine a reasonable schedule for the removal of City Property.

16. Damage to ISU Property. The City shall not knowingly permit or allow the Leased Site to be damaged or depreciated in value. The City shall promptly notify ISU of any damage caused by the City to any real or personal property of ISU. At ISU's request, the City shall repair or replace the property damaged by the City, reimburse ISU for reasonable, documented expenses incurred by ISU to repair or replace the property damaged by Grantee, or compensate ISU for the loss of the property damaged by the City. Notwithstanding the foregoing, the parties shall mutually agree upon the most cost-effective and timely manner to fully repair the damage caused by the City. Any damage caused by ISU will be the sole responsibility of ISU.

17. Third Party Claims. To the extent permitted by Chapter 670 of the Iowa Code and other applicable law, the City shall indemnify and hold harmless Iowa State University of Science and Technology, the Iowa Board of Regents, the State of Iowa, and their respective members, officers, employees, and agents harmless from any claims, liabilities, damages, fines, and expenses arising from the Leased Site or from any tort (as defined in Chapter 670 of the Iowa Code) arising from the acts or omissions of the City or its officers or employees.

18. Insurance. The City shall maintain appropriate insurance coverage or self-insure for liabilities that may arise from its activities set forth in this Lease Agreement.

19. Assignment and Subletting. Neither party shall assign this Lease Agreement without the written permission of the other party, which shall not be unreasonably withheld. Any subletting of the Leased Site is prohibited without ISU's written permission, which shall not be unreasonably withheld. Such permission from ISU shall not be necessary if the City desires to enter into agreements with organizations and individuals to use the Leased Site periodically or temporarily, so long as such use is consistent with the use of the Leased Site as a public park.

20. Notices. All notices under this Lease Agreement shall be in writing and shall be deemed to have been given: (i) upon hand delivery or (ii) the next business day after sending it by a nationally recognized overnight carrier with written confirmation of receipt. The parties shall

deliver notice to the following:

If to ISU:
Senior Vice President for Operations and Finance
Iowa State University
1350 Beardshear Hall
515 Morrill Road
Ames, Iowa 50011

and

General Counsel
Iowa State University
3550 Beardshear Hall
515 Morrill Road
Ames, Iowa 50011

If to City:
City Manager
City of Ames
515 Clark Avenue
Ames, Iowa 50010

and

City Attorney
City of Ames
515 Clark Avenue
Ames, Iowa 50010

21. Miscellaneous. This Lease Agreement constitutes the entire agreement between the parties with respect to the subject matter of this Lease Agreement and supersedes all prior agreements, whether written, oral, or implied. This Lease Agreement shall not be modified without the written mutual consent of the parties. The failure of either party to require performance of any term or condition of this Lease Agreement by the other party shall not constitute a waiver to subsequently enforce such term or condition. The invalidity or illegality of one or more provisions of this Lease Agreement shall not affect the enforceability of the remaining provisions. The parties' rights and obligations in this Lease Agreement that, by their nature, would continue beyond the termination of this Lease Agreement shall survive such termination.

Signatures follow on next page

CITY OF AMES, IOWA

By:_____
John Haila, Mayor

Attest by: _____ Renee Hall, City Clerk

State of Iowa)
County of Story)

This record was acknowledged before me on _____, 2026 by John Haila as Mayor of the City of Ames, Iowa.

_____
Notary Public in and for Said County
My Commission Expires: _____

IOWA STATE UNIVERSITY OF SCIENCE AND TECHNOLOGY

By:_____
Sean Reeder, Senior Vice President for Operations and Finance

State of Iowa)
County of Story)

This record was acknowledged before me on _____, 2026 by Sean Reeder as Senior Vice President for Operations and Finance of Iowa State University of Science and Technology.

_____
Notary Public in and for Said County
My Commission Expires: _____

BOARD OF REGENTS, STATE OF IOWA

By:_____
Mark Braun, Executive Director

State of Iowa)
County of Story)

This record was acknowledged before me on _____, 2026 by Mark Braun as Executive Director of the Board of Regents, State of Iowa.

_____
Notary Public in and for Said County
My Commission Expires: _____

EXHIBIT A
Legal Description of Leased Site

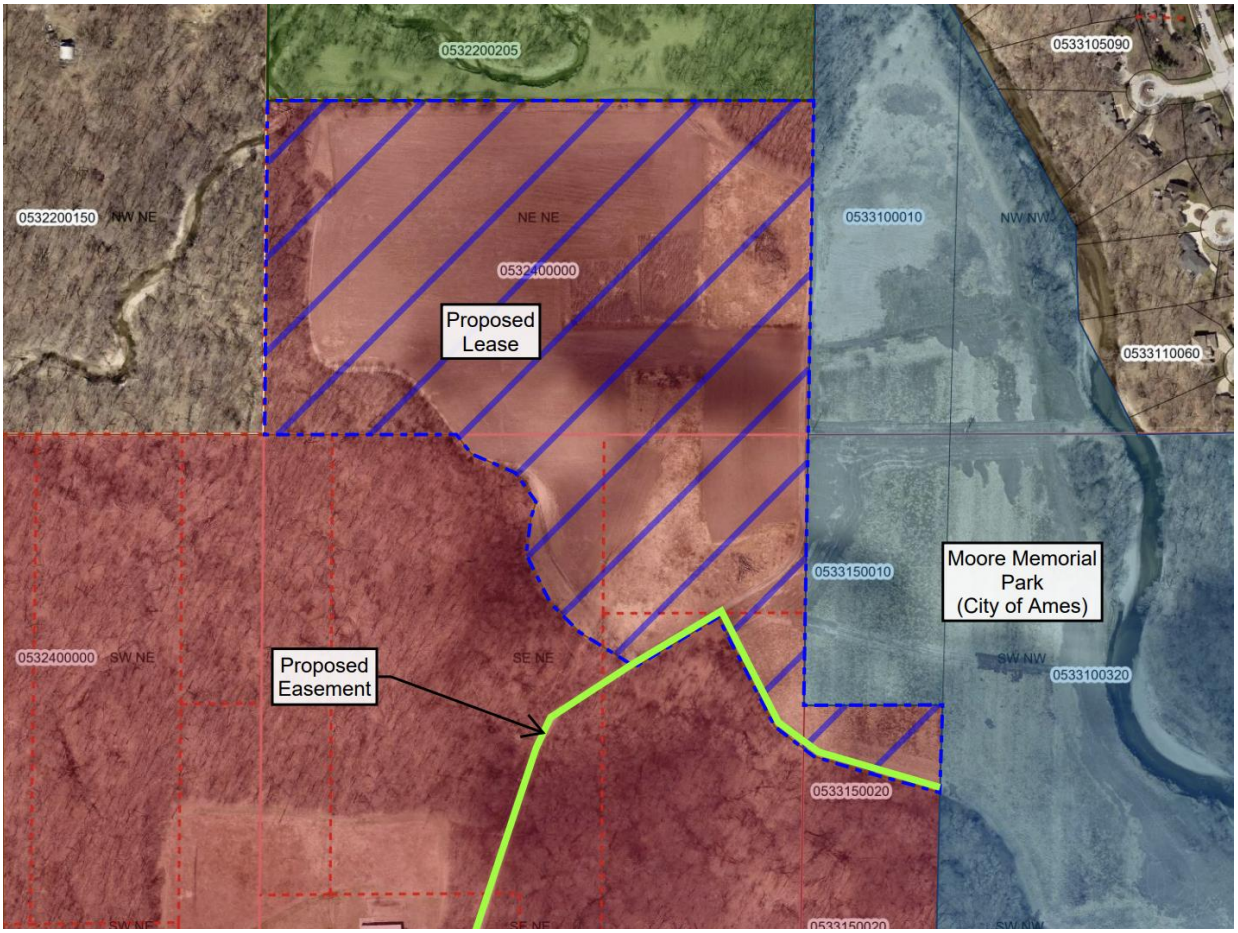
THE SOUTH TWENTY FOUR (24) ACRES IN THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER AND PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER IN SECTION 32, AND PART OF THE WEST FIVE (5) ACRES OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER IN SECTION 33, ALL IN TOWNSHIP 84 NORTH, RANGE 24 WEST OF THE 5TH P.M., STORY COUNTY IOWA, DESCRIBING THE BOUNDARY AS FOLLOWS:

COMMENCING AT THE WEST QUARTER CORNER OF SAID SECTION 33, THENCE N 0°55'21" E, ON THE WEST LINE OF SAID SECTION 33, A DISTANCE OF 589.82 FEET TO THE POINT OF BEGINNING; THENCE S 61°21'49" E, A DISTANCE OF 73.22 FEET TO THE BEGINNING OF A 12.08 FOOT LONG CURVE TO THE LEFT, WITH A 60.00 FOOT RADIUS AND A CHORD DISTANCE OF 12.06 FEET; THENCE S 72°53'55" E, A DISTANCE OF 261.48 FEET TO THE POINT ON THE EAST LINE OF THE WEST FIVE (5) ACRES OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 33; THENCE N 0°44'09" E, TO THE NORTHEAST CORNER OF SAID WEST FIVE (5) ACRES OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER, A DISTANCE OF 191.19 FEET; THENCE S 89°52'13" W, TO THE NORTHEAST CORNER OF SAID WEST FIVE (5) ACRES OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER, POINT ALSO BEING ON SAID WEST LINE OF SECTION 33, A DISTANCE OF 326.57 FEET; THENCE N 0°55'21" E, ON SAID WEST LINE TO A POINT ON THE NORTHEAST CORNER OF THE SOUTH TWENTY FOUR (24) ACRES, A DISTANCE OF 663.59 FEET; THENCE N 0°55'21" E, ON THE EAST LINE OF THE SOUTH 24 ACRES OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 33, A DISTANCE OF 793.39 FEET; THENCE S 89°43'25" W, ON THE NORTH LINE OF SAID SOUTH 24 ACRES, A DISTANCE OF 1319.64 FEET; THENCE S 0°56'11" W, ON THE WEST LINE OF SAID SOUTH 24 ACRES, A DISTANCE OF 791.19 FEET; THENCE N 89°49'08" E, ON THE SOUTH LINE OF SAID SOUTH 24 ACRES, A DISTANCE OF 447.03 FEET; THENCE S 36°13'34" E, A DISTANCE OF 70.71 FEET; THENCE S 46°38'40" E, A DISTANCE OF 24.66 FEET; THENCE S 78°22'46" E, A DISTANCE OF 72.31 FEET; THENCE S 78°51'19" E, A DISTANCE OF 32.58 FEET; THENCE S 58°56'58" E, A DISTANCE OF 25.47 FEET; THENCE S 29°56'42" E, A DISTANCE OF 31.56 FEET; THENCE S 3°42'31" W, A DISTANCE OF 133.96 FEET; THENCE S 29°46'35" E, A DISTANCE OF 71.06 FEET; THENCE S

19°44’57” W, A DISTANCE OF 26.88 FEET; THENCE S 36°26’27” E, A DISTANCE OF 60.74 FEET; THENCE S 40°41’47” E, A DISTANCE OF 75.25 FEET; THENCE S 88°42’44” E, A DISTANCE OF 60.83 FEET; THENCE S 41°26’18” E, A DISTANCE OF 114.75 FEET; THENCE N 56°32’18” E, A DISTANCE OF 52.19 FEET; THENCE N 58°02’05” E, A DISTANCE OF 112.74 FEET TO THE BEGINNING OF A 140.36 FOOT LONG CURVE TO THE RIGHT, WITH A 90.00 FOOT RADIUS AND A CHORD DISTANCE OF 126.56 FEET; THENCE S 32°36’23” E, A DISTANCE OF 48.82 FEET TO THE BEGINNING OF A 8.17 FOOT LONG CURVE TO THE RIGHT, WITH A 65.00 FOOT RADIUS AND A CHORD DISTANCE OF 8.17 FEET; THENCE S 25°24’00” E, A DISTANCE OF 157.15 FEET TO THE BEGINNING OF A 18.35 FOOT LONG CURVE TO THE LEFT, WITH A 60.00 FOOT RADIUS AND A CHORD DISTANCE OF 18.28 FEET; THENCE S 42°55’10” E, A DISTANCE OF 25.65 FEET TO THE BEGINNING OF A 19.32 FOOT LONG CURVE TO THE LEFT, WITH A 60.00 FOOT RADIUS AND A CHORD DISTANCE OF 19.23 FEET; THENCE S 61°21’49” E, A DISTANCE OF 20.64 TO THE POINT OF BEGINNING, CONTAINING 33.18 ACRES MORE OR LESS.

OWNER OF RECORD, STATE OF IOWA

EXHIBIT B
Depiction of Leased Site



ITEM #:	**12**
DATE:	**05-12-26**
DEPT:	**P&R**

COUNCIL ACTION FORM

SUBJECT: MOORE MEMORIAL PARK AND FUTURE SHARED USE PATH EASEMENT

BACKGROUND:

In the City's Bicycle and Pedestrian Plan adopted by City Council in June 2024, it includes a shared use path from Moore Memorial Park, across Ioway Creek, and continuing along Scholl Road to Ontario Street. The first step for this path is to acquire easements on Iowa State University (ISU) property. Staff has been working with ISU staff on developing an easement agreement so a bridge can be installed over Ioway Creek and a future shared use path can be installed on ISU property. A map of the easements is included in the attached agreement.

The effective date of the agreement is July 1, 2026. A summary of the agreement is shown below:

Paragraph 2 Use - Defines the City shall use the easement area for the purpose of constructing, installing, using, maintaining, and repairing a bridge and a shared use path that is open to use by the public. Additionally, the City (Grantee) and ISU (Grantor) may use the easement area as a route for maintenance vehicles and/or emergency vehicles.

Paragraph 4. b. Construction Plans - Unless mutually agreed otherwise, construction plans shall require the following: (i) bridge will be a prefabricated steel truss style with concrete abutments; (ii) bridge width and weight capacity (10,000 lbs recommended) must accommodate maintenance and emergency vehicles; (iii) the bridge must include bollards to prevent unauthorized vehicle access; (iv) path will be hard surfaced; (v) path will be no more than 12' wide with 10' wide low-growing landscape buffer on each side where feasible; (vi) screening to be installed to prevent public access to the Veenker Memorial Golf Course from the shared use path; (vii) access points to be installed in the screening as requested by Grantor; and (viii) relocate bulk material storage pad. The Grantee shall be solely responsible for all expenses associated with the construction.

Paragraph 5 Maintenance and Repair - Grantee shall be solely responsible at its expense for maintaining and repairing the easement area. Any damage caused by the Grantor will be the sole responsibility of the Grantor.

Paragraph 10 Duration - Easement is granted, and all rights set forth in this agreement shall endure, so long as Grantee continues to use the easement area for any of the purposes set forth in paragraph 2 above in accordance with this agreement.

Once this agreement is approved by City Council, it will go the Board of Regents on June 9 for approval.

Please note that funding of $400,000 is included in the 2026/27 CIP for installation of a bridge

over Ioway Creek. The funding includes an already awarded $200,000 Resource Enhancement and Protection (REAP) grant from the Iowa DNR. Public Works included $25,000 in its 2024/25 CIP for trail design and $100,000 in its 2025/26 CIP to construct a path from Moore Memorial Park to the bridge. The goal is to get this first phase of path and bridge completed in FY 2026/27.

ALTERNATIVES:

1. Approve the easement agreement with Iowa State University (ISU) to place a bridge and future shared use path on ISU property

2. Do not approve the lease agreement

3. Refer back to staff

CITY MANAGER'S RECOMMENDED ACTION:

A trail connection from Moore Memorial Park to Ontario Street has been discussed for many years and would provide residents and ISU students a new route between these sections of town. This trail will also provide access to the recently planted prairie in Moore Memorial Park on the west side of Ioway Creek.

To bring this trail connection to reality, it is necessary for the City to obtain an easement from ISU. Approval of the easement agreement before Council will allow the work to begin. Both ISU and the City realize the benefits this trail will provide to all users. Therefore, it is the City Manager's recommendation to approve Alternative #1 as stated above.

ATTACHMENT(S):
Bridge & Shared Use Path Easement wExhibits.pdf

Legal Description:	See pages 7-10
Return document to:	Office of General Counsel, Iowa State University, 3550 Beardshear Hall, 515 Morrill Road, Ames, Iowa 50011
Document prepared by:	Paula DeAngelo, Office of General Counsel, Iowa State University, 3550 Beardshear Hall, 515 Morrill Road, Ames, Iowa 50011, 515-294-5352

IOWA STATE UNIVERSITY – CITY OF AMES
EASEMENT AGREEMENT
VEENKER MEMORIAL GOLF COURSE BRIDGE AND SHARED USE PATH

This Easement Agreement ("**Agreement**") is entered into on July 1, 2026 ("**Effective Date**") by the Board of Regents, State of Iowa for the use and benefit of Iowa State University of Science and Technology ("**Grantor**") and the City of Ames, Iowa ("**Grantee**").

A. The State of Iowa holds title to certain real property located in Story County, Iowa for the use and benefit of Iowa State University of Science and Technology under the jurisdiction of the Board of Regents, State of Iowa ("**Property**").

B. Grantee desires to install a bridge and a shared use path (SUP) on the Property. Grantor supports Grantee installing a bridge and a shared use path on the Property and is willing to grant Grantee an easement across the Property in accordance with the terms of this Agreement. The paving of the SUP may be phased over several years as funding becomes available.

TERMS

1. Location. Pursuant to Code of Iowa §262.9(8) and subject to the terms of this Agreement, Grantor grants Grantee an easement that shall be located upon and limited to the area depicted in Exhibit 1 and legally described in Exhibits A-D, all of which are made part of this Agreement ("**Easement Area**").

2. Use. Grantee shall use the Easement Area for the purpose of constructing, installing, using, maintaining, and repairing a bridge and a shared use path. The parties acknowledge that the bridge and the shared use path will be open to use by members of the public, and Grantor and Grantee may use the bridge and shared use path as other members of the public may

use it. In addition, Grantor and Grantee may use the Easement Area as a route for maintenance vehicles and/or emergency vehicles.

3. Access; Disruption. Grantee's entrance upon Grantor's Property to access the Easement Area shall be over reasonable routes designated by Grantor. When using the Easement Area, Grantee shall minimize disruption to Grantor's operations on the Property and on adjacent Grantor property.

4. Construction Requirements.

   a. Construction Coordination. Grantor and Grantee shall coordinate prior to and during the construction of the bridge and the shared use path. Grantor and Grantee shall each designate at least one representative to serve as its liaison to the other party regarding the construction.

   b. Construction Plans. Grantee shall submit to Grantor for Grantor's approval a copy of Grantee's plans for construction of the bridge and the shared use path. Grantor's approval shall not be unreasonably withheld or delayed. Unless mutually agreed otherwise, such construction plans shall require the following: (i) the bridge will be a prefabricated steel truss style with concrete abutments; (ii) the bridge width and weight capacity (10,000 lbs recommended) must accommodate maintenance and emergency vehicles; (iii) the bridge must include bollards to prevent unauthorized vehicle access; (iv) the path will be hard surfaced; (v) the path will be no more than 12' wide with 10' wide low-growing landscape buffer on each side where feasible; (vi) screening to be installed to prevent public access to the Veenker Memorial Golf Course from the shared use path; (vii) access points to be installed in the screening as requested by Grantor and (viii) relocate bulk material storage pad. Grantee shall ensure that construction is performed in accordance with the approved plans. As between Grantor and Grantee, Grantee shall be solely responsible for all expenses associated with the construction.

   c. Construction Dates. Grantor and Grantee shall mutually agree on the dates during which the construction activities may occur to diminish any adverse impact on Grantor's activities on the Property.

   d. Construction Location. Grantee shall set forth in the construction plans what areas of the Property or other Grantor owned property Grantee will need to use in support of its construction. Grantee shall only use those areas set forth in the approved construction plans. Grantee's use of any other areas of Grantor's property requires Grantor's prior written consent.

   e. Utilities Crossings; Permission from Easement Holder. All crossings of existing sewers, water lines, tile lines, electric lines, telecommunication lines, conduit, or other existing facilities shall be made in cooperation with and subject to the specifications of the engineer or other official of Grantor in charge of such installations. Grantor and Grantee shall cooperate to locate the Easement Area in a manner that minimizes conflicts with any pre-existing easements granted by Grantor. If the Easement Area crosses an easement previously granted by Grantor to a utility provider or other entity, prior to engaging in any construction activities in the Easement Area, and with the assistance of the Grantor, Grantee shall obtain from the easement holder its written consent to the easement granted to Grantee pursuant to

this Agreement and submit to Grantor a copy of the written consent. Grantee shall abide by any restrictions imposed by the pre-existing easement holder as a condition of its consent.

f. Restoration: Grantee shall set forth in the construction plans Grantee's plans (if any) for restoring the Property and other Grantor property that Grantee uses in connection with the construction once construction is completed. Grantee shall ensure that the restoration is in accordance with the approved plans.

5. Maintenance and Repair. As between Grantor and Grantee, Grantee shall be solely responsible at its expense for maintaining and repairing the Easement Area, including but not limited to the bridge, bollards, the shared use path, the landscape buffer, , access points, and screening. Grantee shall provide to Grantor contact information for the individual Grantor may contact if Grantor believes maintenance or repairs are needed and to whom Grantor may refer inquiries received from members of the public. Any damage caused by the Grantor will be the sole responsibility of the Grantor.

6. Liability.

a. Damage to Grantor Property. Grantee shall promptly notify Grantor of any damage caused by Grantee to the Easement Area, Property, or other real or personal property of Grantor. At Grantor's request, Grantee shall repair or replace the property damaged by Grantee, reimburse Grantor for reasonable, documented expenses incurred by Grantor to repair or replace the property damaged by Grantee, or compensate Grantor for the loss of the property damaged by Grantee. Notwithstanding the foregoing, the parties shall mutually agree upon the most cost-effective and timely manner to fully repair the damage caused by Grantee. Any damage caused by the Grantor will be the sole responsibility of the Grantor.

b. Third Party Claims. To the extent permitted by Chapter 670 of the Iowa Code and other applicable law, Grantee shall indemnify and hold harmless Iowa State University of Science and Technology, the Board of Regents – State of Iowa, the State of Iowa and their respective officers, employees and agents harmless from any claims, liabilities, damages, fines, and expenses arising from the bridge or shared use path, use of the Easement Area by Grantee, or from any tort (as defined in Chapter 670 of the Iowa Code) arising from the acts or omissions of Grantee or its officers or employees.

c. Insurance. Grantee shall maintain appropriate insurance coverage or self-insure for liabilities that may arise from its activities set forth in this Agreement.

d. Liens. The Property shall not be subjected to liens of any nature by reason of Grantee's activities, including, but not limited to, mechanic's and materialman's liens. Grantee has no power, right, or authority to subject the Property to any mechanic's or materialman's lien or claim of lien.

7. Consideration. The benefits the bridge and shared use trail provides to Grantor, including providing an alternative walking/biking route for students, faculty, and staff, serve as consideration for this easement.

8. Rights Reserved. Grantor may use the Easement Area for any purpose that does not interfere with Grantee's rights granted in this Agreement.

9. Relocation. Grantor may require Grantee to relocate all or a portion of the Easement Area. If Grantor desires for the Easement Area to be relocated, Grantor shall notify Grantee. Grantor and Grantee shall then confer and establish a relocation plan that minimizes disruptions to the bridge and shared use path and to Grantor's future land use and minimizes relocation costs. If the relocation occurs in the first five years from the date of this Agreement, Grantor shall reimburse to Grantee the actual cost of relocation and Grantee will perform the relocation. After five years from the date of this Agreement, Grantor shall have no obligation to pay for the cost of relocation unless mutually agreed otherwise. If Grantee wishes to upgrade the bridge or shared use path in connection with the relocation, Grantee shall be responsible for the cost of the upgraded bridge or shared use path unless Grantor and Grantee agree otherwise. Grantor and Grantee shall amend this Agreement, or terminate this Agreement and execute a new agreement, to identify the new easement area.

10. Duration. This easement is granted, and all rights set forth in this Agreement shall endure, so long as Grantee continues to use the Easement Area for any of the purposes set forth in paragraph 2 above in accordance with this Agreement. Upon discontinuation of Grantee's use of the Easement Area for any of the purposes set forth in paragraph 2 above in accordance with this Agreement, all rights granted to Grantee shall terminate and revert to Grantor. Unless agreed otherwise by Grantor and Grantee, Grantee shall remove the bridge and shared use path from the Easement Area at Grantee's sole expense.

11. Assignment Prohibited. The grant of this easement is to Grantee only and cannot be assigned in whole or part to any other party without written consent of Grantor.

Signature page follows on the next page

Grantor and Grantee execute this Easement Agreement by their lawfully designated officials as of the date first written above.

BOARD OF REGENTS, STATE OF IOWA

By _____
Mark Braun
Executive Director

STATE OF IOWA, COUNTY OF POLK, SS.:

This instrument was acknowledged before me on _____ by Mark Braun as Executive Director of the Board of Regents, State of Iowa.

_____
Notary Public
My Commission expires: _____

CITY OF AMES, IOWA

Passed and approved on_____ by Resolution No. _____, adopted by the City Council of Ames, Iowa.

Attest: By:

_____ _____
Renee Hall, City Clerk John A. Haila, Mayor

STATE OF IOWA, COUNTY OF STORY, SS.:

This instrument was acknowledged before me on_____ by Renee Hall and John A. Haila, as City Clerk and Mayor, respectively, of the City of Ames, Iowa.

_____
Notary Public
My commission expires:_____

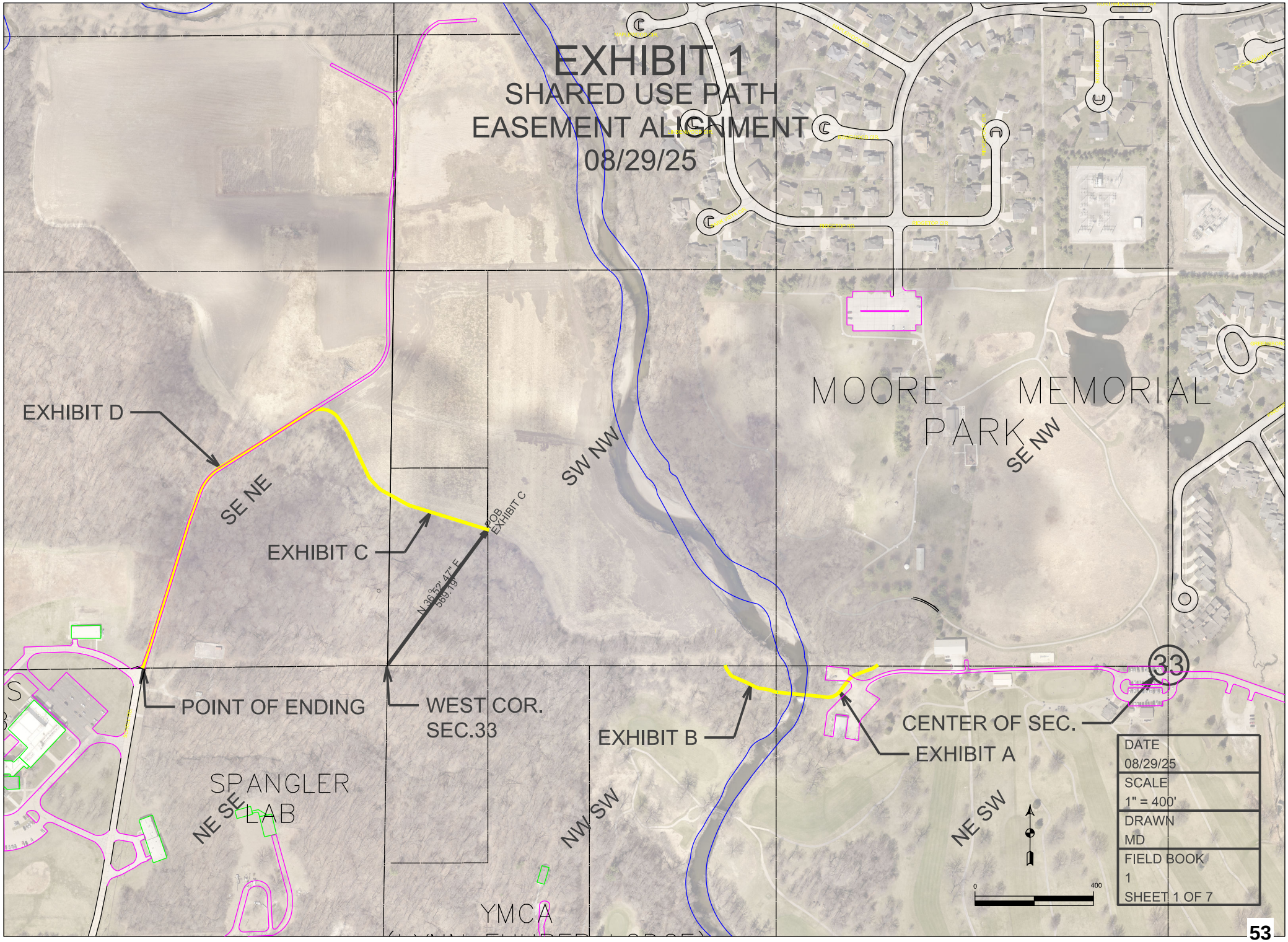

EXHIBIT 1
SHARED USE PATH
EASEMENT ALIGNMENT
08/29/25
EXHIBIT D
EXHIBIT C
EXHIBIT B
EXHIBIT A
POB EXHIBIT C
N 36°52'47" E
369.19'
POINT OF ENDING
WEST COR. SEC.33
CENTER OF SEC.
33
MOORE MEMORIAL PARK
SPANGLER LAB
YMCA
SE NE
SW NW
SE NW
NE SE
NW SW
NE SW
DATE
08/29/25
SCALE
1" = 400'
DRAWN
MD
FIELD BOOK
1
SHEET 1 OF 7
0
400

EXHIBIT A, SHARED USE PATH EASEMENT

A THIRTY (30) FOOT WIDE SHARED USE PATH EASEMENT LOCATED IN THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER IN SECTION 33, TOWNSHIP 84 NORTH, RANGE 24 WEST OF THE 5TH P.M., STORY COUNTY IOWA, DESCRIBING THE CENTERLINE AS FOLLOWS:

COMMENCING AT THE CENTER CORNER OF SAID SECTION 33, THENCE S 89°55'16" W, TO A POINT ON THE NORTH LINE OF SAID NORTHEAST QUARTER OF THE SOUTHWEST QUARTER IN SECTION 33, A DISTANCE OF 979.57 FEET TO THE POINT OF BEGINNING; THENCE S 53°55'46" W, A DISTANCE OF 11.31 FEET TO THE BEGINNING OF A 13.69 FOOT LONG CURVE TO THE RIGHT, WITH A 50.00 FOOT RADIUS AND A CHORD DISTANCE OF 13.64 FEET; THENCE S 69°36'42" W, A DISTANCE OF 51.42 FEET TO THE BEGINNING OF A 42.37 FOOT LONG CURVE TO THE LEFT, WITH A 75.00 FOOT RADIUS AND A CHORD DISTANCE OF 41.81 FEET; THENCE S 37°14'45" W, A DISTANCE OF 42.54 FEET TO THE BEGINNING OF A 52.95 FOOT LONG CURVE TO THE RIGHT, WITH A 50.00 FOOT RADIUS AND A CHORD DISTANCE OF 50.51 FEET; THENCE N 82°04'41" W, A DISTANCE OF 17.59 FEET; THENCE N 84°54'44" W, A DISTANCE OF 87.56 FEET; THENCE N 84°02'22" W, A DISTANCE OF 58.90 FEET TO THE POINT OF TERMINATION ON THE WEST LINE OF SAID NORTHEAST QUARTER OF THE SOUTHWEST QUARTER IN SECTION 33.

OWNER OF RECORD, STATE OF IOWA

EXHIBIT B, SHARED USE PATH EASEMENT

A THIRTY (30) FOOT WIDE SHARED USE PATH EASEMENT LOCATED IN THE EAST HALF OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER IN SECTION 33, TOWNSHIP 84 NORTH, RANGE 24 WEST OF THE 5TH P.M., STORY COUNTY IOWA, DESCRIBING THE CENTERLINE AS FOLLOWS:

COMMENCING AT THE CENTER CORNER OF SAID SECTION 33, THENCE S 85°55'00" W, TO A POINT ON THE EAST LINE OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER IN SECTION 33, A DISTANCE OF 1321.51 FEET TO THE POINT OF BEGINNING; THENCE N 84°02'22" W, A DISTANCE OF 0.23 FEET TO THE POINT TO THE BEGINNING OF A 13.85 FOOT LONG CURVE TO THE RIGHT, WITH A 50.00 FOOT RADIUS AND A CHORD DISTANCE OF 13.81 FEET; THENCE N 68°10'00" W, A DISTANCE OF 6.73 FEET TO THE POINT TO THE BEGINNING OF A 10.56 FOOT LONG CURVE TO THE LEFT, WITH A 50.00 FOOT RADIUS AND A CHORD DISTANCE OF 10.54 FEET; THENCE N 80°16'05" W, A DISTANCE OF 31.95 FEET TO THE BEGINNING OF A 15.17 FOOT LONG CURVE TO THE RIGHT, WITH A 50.00 FOOT RADIUS AND A CHORD DISTANCE OF 15.11 FEET; THENCE N 62°53'15" W, A DISTANCE OF 29.52 FEET; THENCE N 66°52'48" W, A DISTANCE OF 49.84 FEET TO THE BEGINNING OF A 16.47 FOOT LONG CURVE TO THE RIGHT, WITH A 27.00 FOOT RADIUS AND A CHORD DISTANCE OF 16.22 FEET; THENCE N 31°55'16" W, A DISTANCE OF 4.31 FEET TO THE BEGINNING OF A 2.66 FOOT LONG CURVE TO THE LEFT, WITH A 27.00 FOOT RADIUS AND A CHORD DISTANCE OF 2.66 FEET; THENCE N 37°34'23" W, A DISTANCE OF 4.14 FEET TO THE BEGINNING OF A 22.35 FOOT LONG CURVE TO THE RIGHT, WITH A 50.00 FOOT RADIUS AND A CHORD DISTANCE OF 22.16 FEET; THENCE N 11°57'57" W, A DISTANCE OF 0.33 FEET TO THE POINT OF TERMINATION ON THE NORTH LINE OF SAID EAST HALF OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER IN SECTION 33.

OWNER OF RECORD, IOWA STATE UNIVERSITY

EXHIBIT C, SHARED USE PATH EASEMENT

A THIRTY (30) FOOT WIDE SHARED USE PATH EASEMENT LOCATED IN THE WEST FIVE (5) ACRES OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER IN SECTION 33, TOWNSHIP 84 NORTH, RANGE 24 WEST OF THE 5TH P.M., STORY COUNTY IOWA, DESCRIBING THE CENTERLINE AS FOLLOWS:

COMMENCING AT THE WEST QUARTER CORNER OF SAID SECTION 33, THENCE N 36°52’47” E, TO A POINT ON THE EAST LINE OF SAID WEST FIVE (5) ACRES, A DISTANCE OF 569.19 FEET TO THE POINT OF BEGINNING; THENCE N 72°53’55” W, A DISTANCE OF 273.21 FEET TO THE BEGINNING OF A 15.10 FOOT LONG CURVE TO THE RIGHT, WITH A 75.00 FOOT RADIUS AND A CHORD DISTANCE OF 15.07 FEET; THENCE N 61°21’49” W, A DISTANCE OF 64.35 FEET TO THE POINT OF TERMINATION ON THE WEST LINE OF THE SAID WEST FIVE (5) ACRES OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 33.

OWNER OF RECORD, STATE OF IOWA

EXHIBIT D, SHARED USE PATH EASEMENT

A THIRTY (30) FOOT WIDE SHARED USE PATH EASEMENT LOCATED IN THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER AND THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER ALL IN SECTION 32, TOWNSHIP 84 NORTH, RANGE 24 WEST OF THE 5TH P.M., STORY COUNTY IOWA, DESCRIBING THE CENTERLINE AS FOLLOWS:

COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 32, THENCE N 01°00'38" E, ON THE EAST LINE OF SAID SOUTHEAST QUARTER OF THE NORTHEAST QUARTER, A DISTANCE OF 572.42 FEET TO THE POINT OF BEGINNING; THENCE N 61°21'49" W, A DISTANCE OF 29.51 FEET TO THE BEGINNING OF A 24.14 FOOT LONG CURVE TO THE RIGHT, WITH A 75.00 FOOT RADIUS AND A CHORD DISTANCE OF 24.04 FEET; THENCE N 42°55'10" W, A DISTANCE OF 25.65 FEET TO THE BEGINNING OF A 22.93 FOOT LONG CURVE TO THE RIGHT, WITH A 75.00 FOOT RADIUS AND A CHORD DISTANCE OF 22.84 FEET; THENCE N 25°24'00" W, A DISTANCE OF 157.45 FEET TO THE BEGINNING OF A 6.29 FOOT LONG CURVE TO THE LEFT, WITH A 50.00 FOOT RADIUS AND A CHORD DISTANCE OF 6.29 FEET; THENCE N 32°36'23" W, A DISTANCE OF 48.82 FEET TO THE BEGINNING OF A 116.97 FOOT LONG CURVE TO THE LEFT, WITH A 75.00 FOOT RADIUS AND A CHORD DISTANCE OF 105.47 FEET; THENCE S 58°02'05" W, A DISTANCE OF 112.58 FEET; THENCE S 56°46'32" W, A DISTANCE OF 68.06 FEET; THENCE S 58°57'47" W, A DISTANCE OF 170.71 FEET TO THE BEGINNING OF A 24.19 FOOT LONG CURVE TO THE LEFT, WITH A 100.00 FOOT RADIUS AND A CHORD DISTANCE OF 24.13 FEET; THENCE S 45°06'17" W, A DISTANCE OF 8.70 FEET TO THE BEGINNING OF A 6.75 FOOT LONG CURVE TO THE LEFT, WITH A 50.00 FOOT RADIUS AND A CHORD DISTANCE OF 6.75 FEET; THENCE S 37°22'00" W, A DISTANCE OF 21.03 FEET TO THE BEGINNING OF A 72.52 FOOT LONG CURVE TO THE LEFT, WITH A 175.00 FOOT RADIUS AND A CHORD DISTANCE OF 72.00 FEET; THENCE S 17°46'49" W, A DISTANCE OF 598.66 FEET TO THE POINT OF TERMINATION.

OWNER OF RECORD, STATE OF IOWA

ITEM #:	**13**
DATE:	**05-12-26**
DEPT:	**FIN**

COUNCIL ACTION FORM

SUBJECT: APPROVING STATE REVOLVING LOAN AGREEMENT IN THE AMOUNT OF $5,700,000 TO BE REPAID WITH SEWER UTILITY REVENUES

BACKGROUND:

This resolution represents the final step in authorizing a not-to-exceed amount of $5,700,000 in Sewer Revenue Bonds through the Iowa State Clean Water State Revolving Fund (CWSRF) Program. The purpose of this loan is to support the City's annual program for rehabilitation and reconstruction of deficient sanitary sewers and deteriorated manholes at various locations throughout the city.

The goal of this program is to identify and remove major sources of inflow/infiltration (I/I) as a means of lowering the peak wet weather flow at the treatment plant. By eliminating I/I in these sewer mains, the sanitary sewer system will also regain needed capacity. **This project includes the rehabilitation and lining of sanitary sewer segments along E. Lincoln Way and the Nikkol Trunk Line, extending from E. Lincoln Way to south of U.S. Highway 30.**

On March 24, 2026, the City Council approved a resolution proceeding with additional action for the authorization of a Loan and Disbursement Agreement and the issuance of Sewer Revenue Bonds (SRF Loan) in an amount not to exceed $5,700,000. The Council also approved the final plans and specifications and awarded a contract to Municipal Pipe Tool Co. LLC in the amount of $4,462,230.40. Staff believes that utilizing the CWSRF to fund these improvements is in the City's best interest. The program has a long history of providing below-market-rate loans to municipalities for utility improvements, including several prior loans to the City of Ames.

The current rate offered by the CWSRF program for a 20-year loan is 3.00%, with an additional 0.25% annual servicing fee and a $28,500 origination fee. The 20-year loan is estimated to have total debt service costs of $7,747,638.74. Repayment of the loan will be funded through sewer utility revenues, which have been incorporated into the financial model used to project future rate increases.

Based on current market conditions and information provided by the City's financial advisor, if the City were to issue Sewer Revenue Bonds in the open market, the true interest cost would likely range between 4.00% and 4.25%. Additionally, bonds issued in the public market would require a debt service reserve fund and higher debt service coverage requirements than those associated with the CWSRF program. Staff believes this further confirms that utilizing the CWSRF program as the funding source for this project represents the lowest-cost alternative.

ALTERNATIVES:

1. Adopt a resolution approving a State Revolving Fund Agreement in the amount of $5,700,000 to be repaid with Sewer Utility revenues.

2. Do not approve the Loan and Disbursement Agreement and provide staff with additional direction regarding the project's financing.

CITY MANAGER'S RECOMMENDED ACTION:

Authorization of the loan agreement will allow the City to access State Revolving Funds to finance necessary improvements to the City's sewer collection system. The financing terms of the CWSRF program represent the most cost-effective method for funding the project. The principal and interest payments associated with the loan have been incorporated into the Sewer Fund rate design. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as noted above.

ITEM #:	**14**
DATE:	**05-12-26**
DEPT:	**FIN**

COUNCIL ACTION FORM

SUBJECT: APPROVING A STATE REVOLVING LOAN AGREEMENT IN THE AMOUNT OF $2,100,000 TO BE REPAID WITH SEWER UTILITY REVENUES

BACKGROUND:

This resolution represents the final step in authorizing a not-to-exceed amount of $2,100,000 in Sewer Revenue Bonds through the Iowa State Clean Water State Revolving Fund Program (CWSRF). **The purpose of this loan is to support the City's annual program for the rehabilitation and reconstruction of deficient sanitary sewers and deteriorated manholes at various locations throughout the community.**

The goal of this program is to identify and eliminate major sources of inflow and infiltration (I/I) in order to reduce peak wet-weather flows at the treatment plant. By removing I/I from these sewer mains, the sanitary sewer system will also regain needed capacity. **This project includes the rehabilitation of sanitary sewer segments and manholes within Basin 11, located on the east side of Ames.**

On March 24, 2026, the City Council approved a resolution proceeding with additional action for the authorization of a Loan and Disbursement Agreement and the issuance of Sewer Revenue Bonds (SRF Loan) in an amount not to exceed $2,100,000. The Council also approved the final plans and specifications and awarded a contract to Municipal Pipe Tool Co. LLC in the amount of $1,616,102.90. Staff believes that utilizing the CWSRF to fund these improvements is in the City's best interest. The program has a long history of providing below-market-rate loans to municipalities for utility improvements, including several prior loans to the City of Ames.

The current rate offered by the CWSRF program for a 20 year loan is 3.00%, with an additional 0.25% annual servicing fee and a $10,500 origination fee. The twenty-year loan is estimated to have total debt service costs of $2,853,252.30. Repayment of the loan will be funded through sewer utility revenues, which have been incorporated into the financial model used to project future rate increases.

Based on current market conditions and information provided by the City's financial advisor, if the City were to issue Sewer Revenue Bonds in the open market, the true interest cost would likely range between 4.00% and 4.25%. Additionally, bonds issued in the public market would require a debt service reserve fund and higher debt service coverage requirements than those associated with the CWSRF program. Staff believes this further confirms that utilizing the CWSRF program as the funding source for this project represents the lowest-cost alternative.

ALTERNATIVES:

1. Adopt a resolution approving a State Revolving Fund Agreement in the amount of $2,100,000 to be repaid with Sewer Utility revenues.

2. Do not approve the Loan and Disbursement Agreement and provide staff with additional direction regarding the project's financing.

CITY MANAGER'S RECOMMENDED ACTION:

Authorization of the loan agreement will allow the City to access State Revolving Funds to finance necessary improvements to the City's sewer collection system. The financing terms of the CWSRF program represent the most cost-effective method for funding the project. The principal and interest payments associated with the loan have been incorporated into the Sewer Fund rate design. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as noted above.

ITEM #:	**15**
DATE:	**05-12-26**
DEPT:	**PW**

COUNCIL ACTION FORM

SUBJECT: FY 2026/27 AIRPORT ENTRYWAY IMPROVEMENT (SOUTH PARKING LOT EXPANSION)

BACKGROUND:

The Capital Improvements Plan (CIP) includes the FY 2026/27 Airport Entryway Improvements program, which provides for expansion of paved parking areas and related access improvements at the James Herman Banning Ames Municipal Airport. This phase focuses on development of the southern portion of the planned parking expansion to address existing parking demand. This is the first phase of a multi-phase parking expansion program.

In August 2023, staff completed a qualifications-based selection process in accordance with Federal Aviation Administration (FAA) requirements and selected Bolton & Menk, Inc. to provide professional engineering services under a Master Agreement. **Each subsequent project is authorized under a separate Task Order approved by the City Council.**

Due to current uncertainties at the federal level, including past federal government shutdowns, the pending expiration of Infrastructure Investment and Jobs Act (IIJA) funding authorizations, and the high volume of projects being administered by the Federal Aviation Administration (FAA) Central Region, this project has been placed on an accelerated schedule to meet federal funding deadlines. To maintain eligibility for federal funding and the accelerated timeline, Bolton & Menk proceeded with design services at its own risk prior to formal approval of this Task Order. Note that this was undertaken at at Bolton and Menk's discretion and not at the direction of City staff.

The engineering services performed to date have been completed in accordance with FAA standards and City of Ames requirements, consistent with all federally funded airport projects. The proposed Task Order #8 provides for design services completed to date, as well as bidding, construction administration, and inspection services for the Airport Parking Lot Improvements project. Staff has received authorization to bid, which represents the FAA's concurrence that the design meets all applicable requirements.

An Independent Fee Evaluation (IFE) was completed by DGR Engineering in accordance with FAA requirements. The IFE determined that the proposed engineering fee is reasonable, consistent with industry standards, and meets federal auditing requirements.

The FY 2026/27 CIP anticipates $560,000 in federal grant participation for this phase of the project. **Based on current FAA grant programming, the City now anticipates receiving $584,000 in federal funding, which exceeds the amount identified in the CIP. This additional federal participation will reduce reliance on local funding for this phase of the project.**

The table below summarizes the most current revenues and expenses for this phase of the project:

Revenues		Expenses	
General Obligation Bonds	$140,000	Administration and Independent Fee Evaluation	$4,750
Federal Aviation Administration Grant (AIG)	$584,000	**Design and Construction Administration/Inspection Services (This Council Action)**	**$144,800**
		Construction (Estimated)	$549,000
Total Revenues	**$724,000**	**Total Expenses**	**$698,550**

The difference between total revenues and expenses provides a contingency to address potential bid variability and construction-related adjustments.

ALTERNATIVES:

1. Approve the Professional Services Agreement (Task Order #8) with Bolton & Menk, Inc., in an amount not to exceed $144,800, for design, bidding, and construction administration and inspection services associated with the FY 2026/27 Airport Entryway Improvement (South Parking Lot Expansion) project.

2. Reject the Professional Services Agreement and direct staff to solicit alternative proposals.

CITY MANAGER'S RECOMMENDED ACTION:

The proposed Airport Parking Lot Improvements project will expand paved parking capacity, improve safety, and enhance the functionality of the airport as a gateway to the Ames community. The engineering fee has been independently evaluated and determined to be reasonable. Therefore, it is the recommendation of the City Manager that the City Council approve Alternative No. 1, as shown above.

ATTACHMENT(S):
PSA
Authorization to Bid

Real People. Real Solutions.

PUBLIC CLIENT AND BOLTON & MENK, INC.

TASK ORDER TO AGREEMENT FOR PROFESSIONAL SERVICES

TASK ORDER NO: #8

CLIENT: City of Ames, IA

CONSULTANT: Bolton & Menk, Inc.

DATE OF THIS TASK ORDER: February 24, 2026

DATE OF MASTER AGREEMENT FOR PROFESSIONAL SERVICES: September 20, 2023

Whereas, CLIENT and CONSULTANT entered into a Master Agreement for Professional Services ("Master Agreement") as dated above; and CONSULTANT agrees to perform and complete the following Services for CLIENT in accordance with this Task Order and the terms and conditions of the Master Agreement. CLIENT and CONSULTANT agree as follows:

1.0 Scope of Services:

CONSULTANT shall perform the Services listed in Exhibit I – Scope of Services. All terms and conditions of the Master Agreement are incorporated by reference in this Task Order, except as explicitly modified in writing herein.

2.0 Fees:

CLIENT shall pay CONSULTANT in accordance with Section III of the Master Agreement and as follows:

The services described in Exhibit I – Scope of Services, Section I.A. BASIC SERVICES shall be provided as follows:

TASK 1 – DESIGN SERVICES	$ 59,600.00 (lump sum)
TASK 2 – CONSTRUCTION ENGINEERING	$ 85,200.00 (hourly not to exceed)
TOTAL AUTHORIZED FEE	$ 144,800.00

Funding Layout:

Estimated Federal Share (up to 95%)	$ 137,560.00
Estimated Local Share (as low as 5%)	$ 7,240.00

3.0 Schedule:

Schedule for performance of Services authorized under Exhibit I – Scope of Services, Section I.A. BASIC SERVICES, will be as follows or as set forth in Exhibit I:

TASK	SERVICE DESCRIPTION	DATE
1	DESIGN AND BIDDING	January 2026 – July 2026
	90% Submittal	May 2026
	Bid Opening	June 2026
	Grant Application (Design and Construction)	On or before June 30, 2026
2	CONSTRUCTION	July 2026 – December 2027

*Per IIJA FAQ, dated 9-3-2025, the deadline for BIL applications is June 30, 2026 per Q-9.

**Dates shown in schedule subject to change based on FAA grant submission deadlines for a BIL project to be released later in the federal register, staffing availability, review time needed by FAA and/or timely completion of construction by the prime contractor. Review time for CLIENT and FAA comments shall be limited to one week for each submittal to maintain project schedules.

4.0 Term

In the event that the Schedule for this Task Order extends beyond the term of the Master Agreement, either intentionally or unintentionally by Task Order Scope or by Task Order extension, then this Task Order shall operate to extend the Master Agreement through the completion of CONSULTANT'S obligations under this Task Order or until a new Master Agreement is executed incorporating this Task Order.

5.0 Other Matters

None

6.0 Project Managers

Project managers and contact information for the CLIENT and CONSULTANT for this Task Order, if different than the Master Agreement, are as follows:

Client	CITY OF AMES, IA	Consultant	BOLTON & MENK, INC.
Name	Damion Pregitzer	Name	Joseph Roenfeldt
Address	515 Clark Avenue, Ames, IA 50010	Address	1519 Baltimore Avenue
Office Phone:	(515) 239-5160	Office Phone:	(515) 240-4329
Email:	damion.pregitzer@cityofames.org	Email:	joe.roenfeldt@bolton-menk.com

7.0 Authorization

CITY OF AMES, IA		**Bolton & Menk, Inc.**	
By: _____		By: _____	04/01/2026
John Haila	Date	Joseph P. Roenfeldt, P.E.	Date
Mayor		Aviation Project Manager	

Attest: _____

Renee Hall Date

City Clerk

ATTACHMENTS TO THIS TASK ORDER:

- Exhibit I – Scope of Services
- Exhibit II – Project Fee Estimate
- Exhibit III – Site Layout Exhibit
- Exhibit IV – Survey Limits (Not Applicable for This Task Order)
- Exhibit V – Approximate Locations of Soil Borings and Pavement Cores (Not Applicable for This Task Order)
- Exhibit VI – Federal Contract Provisions for A/E Agreements, Updated December 29, 2025

EXHIBIT I – SCOPE OF SERVICES

DESCRIPTION

The CONSULTANT agrees to provide Design, Bidding and Construction Administration Engineering Services for the Reconstruction Entrance Road and Parking Lot Improvements at the Ames Municipal Airport (herein referred to as the **PROJECT**) that consist of following scope of work:

PROJECT UNDERSTANDING

This project will provide for installation of parking lot improvements at the Ames Municipal Airport. This project will convert existing parking lot areas servicing the terminal area for the Ames Municipal Airport. The existing parking lot is comprised of a mix of surfaces used for parking lot. There is the existing concrete parking area, granular surfaced areas and grass areas available for parking vehicles. This project will result in increased paved surfacing for parking existing vehicular traffic already utilizing the airport and parking in the temporarily placed granular surfaced parking areas.

In the future, the City of Ames will expand on the parking lot provided by FAA funding and develop the parking area available like what is shown in the airport ALP with local funding. Any engineering efforts beyond a preliminary grading concept to ensure that the future improvements will be cohesive with improvements constructed as part of this project, may be incorporated into this project task order by the sponsor via a future contract amendment.

The improvements proposed to be completed as part of this task order, will be utilized for the design and construction of the improvement as shown in Exhibit III – Site Layout Exhibit. The services to be provided will be to the minimum required to allow for construction of the project improvements (i.e. base bid improvements). Additional services can be provided for providing alternate bids for additional improvements desired by the client or to maximize the funding. Those additional services shall be considered extra and could be added via for a future amendment.

This work will follow the requirements of the following FAA Advisory Circulars (A.C.'s) current as the date of this agreement:

- AC 150/5370-10H, Standards for Specifications for Construction of Airports

Additionally, the work will follow the below mentioned guidance at a minimum:

- Iowa SUDAS, Standard Specifications
- Iowa SUDAS, Design Guide
    - Section 8 Parking Lots

I.A. BASIC SERVICES

For purposes of this Task Order, the Basic Services to be provided by the CONSULTANT are as follows:

1. DESIGN & BIDDING SERVICES

1.1. Project Scoping

CONSULTANT shall confer with the CLIENT on, and ascertain, project requirements, finances, schedules, and other pertinent matters and shall meet with FAA if needed and other concerned agencies and parties on matters affecting the project and shall arrive at a mutual understanding of such matters with the CLIENT. It is anticipated that there will be a maximum of one (1) meeting with the CLIENT and/or the FAA, to review project eligibility and project limits. The CONSULTANT will prepare and distribute meeting minutes to all attendees.

1.2. Project Meetings and Coordination with CLIENT, FAA, etc. CONSULTANT shall coordinate with the subconsultants, CLIENT, FAA, and other applicable agencies to complete the work.

1.2.1. The task includes one meeting at the Airport, attended by the Project Manager. The CONSULTANT will prepare for and conduct up to one (1) meeting at the Airport to present the findings of the design phase and any alternatives and recommendations for the project. The result of the meeting(s) will be an agreed upon project design parameters to proceed forward with final construction documents.

1.2.2. Coordination with FAA, Local agencies, subconsultants, etc. The CONSULTANT shall coordinate the project parameters and criteria with the project stakeholders including the FAA, CLIENT, and Project Manager.

1.3. Topographical Surveying (Not Required for this Project)

The CONSULTANT will utilize existing topographical survey data collected from a recent locally funded entrance project in 2025. The topographic survey data is assumed to be acceptable for use for the project based on previously utility locates and past as-builts from projects for private utilities.

If it is discovered during design that additional survey is needed for areas relevant to the project, to collect any public utilities or collect any private utilities (such as airfield electrical cables like the beacon power, the CONSULTANT will notify the CLIENT and the FAA of the need for additional survey data collection for the PROJECT. Additional survey data can be added via a contract amendment.

1.4. Geotechnical Investigation (Not Required for this Project)

The CONSULTANT will utilize an existing geotechnical report prepared after field collection of multiple geotechnical borings on the existing entrance road for the project. The geotechnical data should be acceptable for use and consistent with Iowa SUDAS standards for soil testing and confirming soil types and soil properties to share with the contractor as part of the bidding documents.

Although there are existing geotechnical borings in the vicinity of the project, soil types and properties may vary from what was observed previously regardless of where it was collected.

If it is discovered during design that additional geotechnical investigations are needed, the CONSULTANT will notify the CLIENT and the FAA of the need for additional geotechnical collection for the PROJECT. Additional geotechnical investigations can be added via a contract amendment.

1.5. FAA Pavement Design Report and Form 5100

This task will consist of using information obtained in the Geotechnical Investigation and use it to evaluate pavement sections per Iowa SUDAS Design Manual Chapter 8 for vehicular traffic particular in parking lots.

The following effort will be completed under this task:

- Verify the pavement section based on accepted Iowa SUDAS Design Manual Section 8B-1.F. It is anticipated that a single pavement section for rigid and flexible pavement will be provided for this project.
- Calculate sub-excavation or undercutting subgrade for stabilization if necessary.
- Prepare Life-Cycle Cost analysis for one rigid and one flexible pavement section.
- Review proposed pavement analysis with FAA Engineer.
- Prepare FAA Pavement Design Form 5100 for the pavement section and submit it to the FAA for approval via e-mail.

1.6. Construction Safety and Phasing Plan (CSPP)

While a CSPP is not required for this PROJECT as it is considered landside, the Consultant will still coordinate temporary and permanent construction points with the FAA Airspace Specialist and submit the acceptable points through the FAA's Obstruction Evaluation / Airport Airspace Analysis (OE/AAA) website portal for the FAA's review.

Traffic control plans will be developed using standard details from Iowa DOT Standard Road Plans for traffic control for the specific situation. These standard road plans will be inserted in the project plans where appropriate and a traffic control plan showing traffic control notes and devices needed.

1.7. Modification of Airport Design Standards

As needed, the CONSULTANT will prepare a Request for Modification of Federal Construction Standards if found to be necessary for the project. The Mod to Standards will discuss modifications required under the Bid Packages. The Mod to Standards will be submitted to the CLIENT for acceptance. This document will be forwarded to the FAA for approval along with final plans, contract documents, specifications, and the Pavement Design Report (if required).

1.8. 10% Review Submittal to FAA (Not Required for this Project)

1.9. 30% Review Submittal to FAA (Not Required for this Project)

1.10. 90% Review Submittal to FAA

The Engineer will submit a set of 90% drawings, engineers report and specifications to the CLIENT for their review. The project will be reviewed with the FAA to obtain their concurrence with the 90% preliminary design. The 90% review submittal to FAA will include:

- Prepare 90% Plans
    - The plan sheets will be limited to those sheets necessary to carry out the construction of the proposed project: Entrance Road and Parking Lot Improvements. The following list of drawings will be used as a guideline. Potential plans sheets listed below may be combined with other plan sheets necessary to complete the project design. In addition, additional drawings may be added during the design phase, if required. This list of potential plan sheets is not meant to be an actual page count but represent potential sheets or design considerations estimated at the time of the establishment of this Task Order. Actual plan sheet count will vary.
        - General:
            - Title Sheet
            - Legend Sheet
            - General Notes
            - Survey Control and Layout Plan
            - Typical Sections & Details Sheet
            - Quantities & Estimate Reference Information
            - Traffic Control Plan & Detail Sheet
        - Civil:
            - Erosion Control Plan
            - Demolition Plans
            - Existing Conditions Plan
            - Grading & Drainage Plans
            - Detailed Grading Plans
            - Geometric Layout Plans
            - Jointing Plans
            - Jointing Details
            - Storm Sewer Plan and/or Plan and Profile
            - Storm Sewer Details
            - Subdrain Plan
            - Subdrain Details
            - Pavement Marking Plan
            - Pavement Marking Details

- Prepare 90% Specifications
    - The CONSULTANT will assemble the technical specifications necessary for the intended work. Standard FAA specifications will be utilized where possible. Additional specifications will be prepared to address work items or materials that are not covered by the FAA specifications.
- Prepare 90% Contract Documents
    - The CONSULTANT will prepare the preliminary contract documents including invitation for bids, instruction to bidders, proposal, equal employment opportunity clauses, construction contract agreement, performance bond, payment bond, Federal Requirements, Preliminary Bid Schedule, Wage Rates, and general provisions. Preparation will include establishing the location for the bid opening, dates for advertisement, and description of the work schedule. Preliminary contract documents will be prepared as early as possible during the design phase and submitted to the CLIENT for review by the CLIENT. Also review and incorporate the CLIENT's general provisions and contract clauses, as required.
- Prepare 90% Special Provisions
    - The CONSULTANT will prepare Special Provisions to address, or expand on, conditions that require additional clarification.
- Prepare 90% Engineers Report
    - The CONSULTANT will prepare a report following the FAA Central Region Sponsor's Guide recommended outline. The project will be reviewed with the FAA to obtain their concurrence with the 90% preliminary design.
- Prepare Cost Estimate for 90% Report
    - Calculate estimated preliminary quantities for the various work items. Quantities will be consistent with the specifications and acceptable quantity calculation practices. The CONSULTANT will then use recent bid prices and industry standards to prepare a preliminary cost estimate.

1.11. Prepare Final Plans, Specifications, Cost Estimate, and Project Budget

1.11.1. A final set of plans, specifications and contract documents will be prepared which incorporates revisions, modifications and corrections determined during the CLIENT's review of the 90% submittal.

1.11.2. Prepare Final Cost Estimate

Using the final quantities calculated following the completion of the plans and specifications, the CONSULTANT will prepare the construction cost estimate. The estimate will be based on information obtained from previous projects, contractors, material suppliers, and other databases available.

1.12. Prepare Disadvantaged Business Plan (DBE) (Not Required for this Project)

Due to current Interim Final Rule dated October 3, 2025, and the FAQ on the U.S. Department of Transportation's Disadvantaged Business Enterprise Program, neither the three-year DBE Program (FAQ A.2) will be updated, nor will a project contract goal be established for the project (FAQ D.3).

Once the Iowa Department of Transportation, as the UCP issues a revised DBE listing of certified DBE contractors, the three-year DBE program and contract goal will be re-established. At that time, an amendment to the Task Order will be executed to include these services where appropriate to meet the requirements of the October 3, 2025, Interim Final Rule.

1.13. Prepare Advertisement for Bids and Bid Documents

CONSULTANT shall prepare, reproduce, and distribute up to a total of two sets of bidding documents for the project. CONSULTANT will submit a copy to the CLIENT for distribution to the local and selected publications of the pending project. The CLIENT shall pay for the associated cost of advertising. In addition, electronic copies of the bid documents will be made available for download through the Quest Construction Document Network website (QuestCDN). The CONSULTANT will also keep a current list of plan holders and distribute this to interested parties upon request. This task includes coordination required to facilitate these requests.

1.14. Respond to Bidders Questions

During the bidding process, the CONSULTANT will be available to clarify bidding issues with contractors and suppliers, and for consultation with the various entities associated with the project. This item also includes contacting bidders to generate interest in the project.

1.15. Prepare and Distribute Addenda

CONSULTANT shall issue addenda as appropriate to interpret, clarify, or change the bidding documents as required by the CLIENT or the FAA. Addenda will be made available to the plan holders either through mail, electronic mail, hand delivery or via facsimile transmission. Any addenda that are generated as a sole result of the CLIENT's error or omission will be considered as extra services and the CONSULTANT shall be reimbursed for this effort as an amendment to this contract.

1.16. Bid Opening

The CONSULTANT will attend the bid opening.

1.17. Bid Review and Bid Tabulation

CONSULTANT shall advise CLIENT as to the acceptability of any subcontractors, suppliers, and other persons and organizations proposed by the bidders and as to the acceptability of substitute materials and equipment proposed by bidders. Bid documents will be verified to review that the Contractor has met DBE goals (or made valid good faith effort). The CONSULTANT shall prepare a spreadsheet that includes all bid items for the purpose of evaluating the lowest bidder. The CONSULTANT shall input the as-bid unit prices into the spreadsheet and verify mathematical computations of the bids. The CONSULTANT will then provide recommendations to the CLIENT as to the name of the lowest responsible and responsive bidder.

1.18. Prepare Recommendation for Award

The CONSULTANT will prepare a recommendation of award for the CLIENT to accept or reject the bids as submitted. If rejection is recommended, the CONSULTANT will supply an explanation for their recommendation and possible alternative actions the CLIENT can pursue to complete the project. Once the Contract Award is made the CONSULTANT will distribute the bid tabulations on request of the CLIENT.

1.19. Prepare Grant Application

The Application may be prepared after the project design has been completed and the bids accepted or the FAA may require the Application to be completed early during the design phase. Preparation of the Application will include the following:

- SF-424
- Prepare FAA Form 5100-100 including Program Narrative, discussing the Purpose and Need of the Work and the Method of Accomplishment
- Sponsor Certification (total of six)

The CONSULTANT will submit the Application to the CLIENT for approval and signatures. After obtaining the necessary signatures, the CLIENT will forward the signed Application to the FAA for further processing.

1.20. Environmental Review, CATEX (Not Required for this Project)

An environmental review is required and was conducted for this project. From the FAA's Go Letter: "The FAA determined the proposed project is environmentally Categorically Excluded (CATEX) per paragraph(s) B-2.4A of FAA Order 1050.1G as it relates to the National Environmental Policy Act (NEPA). No further environmental documentation for this project is needed."

2. CONSTRUCTION ADMINISTRATION

2.1. Pre-Construction Meeting

CONSULTANT will arrange for and conduct the pre-construction meeting. The Project Manager and the Resident Engineer will establish this meeting to review Local, Federal Aviation Administration (FAA) and project specific requirements prior to commencing construction. The meeting will be conducted at the Airport and will include the CLIENT, IDOT (if available), Subconsultants, FAA ADO (if available), Contractor, Subcontractors, and utility companies. This task will include:

- Scheduling the meeting, sending invitations, providing meeting materials and pre-meeting exhibit and material preparation.
- Obtain and review the project construction schedules from the contractor or contractors prior to presentation at the preconstruction meeting. The CLIENT should be provided with copies of all construction schedules.
- Prior to preconstruction meeting, furnish the name of the Project Engineer with qualifications for approval by the CLIENT. Project Engineer means Engineer as defined in Section 10 (Section 10-18) of the General Provisions of the construction documents.
- Preside at the preconstruction meeting, prepare a detailed record of the meeting. Meeting minutes will be submitted to the CLIENT and all participants.
- Provide Contractor with a list of anticipated required submittals to be provided by Contractor and discussed at the meeting.
- Provide the Contractor with additional copies of Construction Documents and digital data (Project Drawings) as requested.

2.2. Initial Construction Survey Control Layout

The CONSULTANT will perform initial survey work to establish construction field control for the project. This will include establishment of horizontal and vertical control for construction staking (by contractor) as per the Project Manual.

2.3. Prepare Construction Management Plan (CMP) (Not Required for this Project)

Since the paving cost alone is not expected to exceed $500,000, preparation and submission of a CMP is not required.

2.4. Prepare Contract Manuals

The CONSULTANT is required to check that the construction contracts are in order, Contractor has provided proof of insurance, the bonds have been completed, and the CLIENT, Contractor and applicable Agencies has been provided with adequate copies of the executed Contract Manual to include the Agreement and all addenda.

The Contract Documents will be updated to include all addenda items issued during bidding as necessary and adequate copies provided to the Contractor. Clerical will prepare the quantity sheets, field book, testing sheets, construction report format, etc. for use by the RPR.

2.5. Construction Management Services

The CONSULTANT will provide Construction Administration Services the scope of which is based on the following:

- The CONSULTANT and CLIENT agree that construction engineering services furnished shall be to the extent necessary to determine compliance with plans and specifications, including necessary general supervision of Resident Project Representative Services authorized by the CLIENT.
- The CONSULTANT and CLIENT agree that the Construction Engineering Services provided by the CONSULTANT may be required to continue and exceed beyond the construction time element stated in the CLIENT's agreement with the construction Contractor. When the extent of these construction services beyond the control of the CONSULTANT occurs, the CLIENT agrees that CONSULTANT will be reimbursed for additional Construction Engineering Services in excess of the specified construction time period at a mutually acceptable fee negotiated at the time all the pertinent circumstances are known.
- Nothing herein shall be construed as imposing upon the CONSULTANT's responsibility for the construction means, methods, techniques, sequences, safety programs, and procedures used by contractors.
- The CONSULTANT agrees that Resident Project Representative services furnished under this Contract shall be to observe the work and to determine compliance with the plans and specifications, including representing the CLIENT in coordination of construction activities among contractors and between contractors and utilities, and to accommodate the reasonable requirements of the CLIENT on and around areas of construction.
- When the CONSULTANT is on the site, documentation will be maintained regarding construction progress and delays, quantities and percentages of work, tests performed, observations made and work accepted, problems encountered and instructions given to contractors, field changes and adjustments approved, and other records required or otherwise necessary to maintain a record of the work.

The CONSULTANT agrees to provide Construction Administration Services that include the following:

2.5.1. Check and monitor construction activities and certify that all project work completed under observation of the Resident Project Representative is in substantial compliance with the plans, specifications and contract documents including any modifications by Change Order or otherwise, that all required tests were performed, and that such work is recommended for acceptance.

2.5.2. Provide interpretation of plans and specifications as requested.

2.5.3. Supervise and coordinate Subconsultant contracts for field observation and quality assurance testing.

2.5.4. Review shop drawings and certificates submitted by contractors for compliance with design concepts, as required by the applicable sections of the technical specifications. In addition, submittals will be checked for Buy American compliance.

2.5.5. Review all periodic and final pay requests and explanation of variation between Contract and final quantities prepared by Resident Project Representative. Coordinate Contractor approval and signature and submit to CLIENT for approval.

2.5.6. Review weekly Construction Progress and Inspection Reports (FAA Form 5370-1) as prepared by Resident Project Representative and submit to CLIENT and applicable Agencies. Reports will include several photos of construction activities for the week. These reports shall begin the week the Contractor is on-site through the week the final inspection occurs. Reports will be submitted weekly to the FAA via PDF.

2.5.7. Prepare, review and process Field Orders, Change Orders to include a cost estimate, cost/price analysis, record of negotiations, review, and evaluation of "Contractor's Request for Extension of Contract Time" and make recommendations regarding approval to the CLIENT. Notify the Contractor that no work can start until approved by the CLIENT.

2.5.8. Coordinate on-site inspections of construction as requested. Make recommendations for acceptance or modification of work

2.5.9. Monitor that all testing required by the specifications is performed. Review and approve all materials reports prepared by the Resident Project Representative and/or Subconsultants.

2.5.10. Maintain record drawings from redline or working drawings prepared by Resident Project Representative as accumulated during the course of construction to show "Record Drawing" conditions.

2.5.11. Retain and review payroll reports of each contractor and subcontractor and monitor Contractor's compliance with paying employees as per established Federal Davis Bacon requirements.

2.5.12. Monitor Contractor's compliance with Disadvantaged Business Enterprise (DBE) program (i.e. determine that the firms on the job are as stated in the plan. Determine that the volume of work and equipment used complies with the plan.) Report deviations to the CLIENT.

2.6. Resident Project Representative (RPR)

The CLIENT as part of this agreement authorizes Resident Engineering Services and the CONSULTANT agrees to provide a Resident Project Representative, materials acceptance testing, and staking services in the execution of the Construction Engineering Services for the project work. The CLIENT and CONSULTANT agree that the CONSULTANT may employ the Resident Project Representative on other work during periods of temporary job shutdown when such services are not required by this project. Normally, the Resident Project Representative will give intermittent part-time service on this project when construction is in progress to include temporary interruptions due to weather or mechanical failure.

For this Project **Full-Time** Resident Project Representative services will be provided. It is anticipated the Project will be completed within **40 Working Days**. This will include up to two (4) field visits by the Project Manager and a maximum of **three hundred twenty (320) construction observation hours** by the RPR. The anticipated contract time will be confirmed at the 90% plans or thereafter. If the anticipated contract time, noted in the Task Order needs modification from the amount in the construction contract, then an Amendment will be completed at a later date. If additional construction observation time beyond the maximum estimated number of hours is needed during actual construction of the project, then these additional hours above and beyond will be considered as additional services and subject to additional compensation.

Resident Project Representative Services shall be completed in accordance with the attached Exhibit II, and shall include, but are not limited to, the following:

2.6.1. Coordinate with the quality assurance testing subconsultant to perform acceptance tests required to be provided by the CLIENT in the construction Contract Documents. Subconsultant services will be provided by Construction Materials Testing.

2.6.2. Coordinate with Contractor regarding schedule, work progress, quality of work, and notify contractor of equipment and methods which do not comply with the Contract requirements. The Resident Project Representative shall notify the CLIENT in the event that the Contractor elects to continue the use of questioned equipment and methods. Conduct wage rate interviews and provide to Project Engineer.

2.6.3. Maintain daily records of the Contractor's progress and activities during construction, to include progress of all work. These records document work in progress, quality and quantity of materials delivered, test locations and results, instructions provided the Contractor, weather, equipment use, labor requirements, safety problems, and changes required.

2.6.4. Evaluate and discuss potential Field Orders and Change Orders with the Contractor, as necessary.

2.6.5. Evaluate material substitutions as requested by the Contractor.

2.6.6. Prepare, process, and distribute to Project Engineer weekly Construction Progress and Inspection Reports (FAA Form 5370-1). Reports will include a several photos of construction activities for the week. These reports shall begin the week the Contractor is on-site through the week the final inspection occurs. Reports will be submitted weekly to the FAA via PDF.

2.6.7. Measure and compute as-built quantities of all materials incorporated in the work and items of work completed and maintain an item record account.

2.6.8. Prepare periodic Pay Requests for review by the Project Engineer and Contractor.

2.6.9. Monitor the contractor's compliance with airport operations to include coordination with airport manager, hangar owners and airport users, Construction Safety Phasing Plan (CSPP) and with the Contractors Safety Plan Compliance Document (SPCD).

2.6.10. Coordinate the necessary construction staking/layout schedule as needed by the Contractor.

2.6.11. Perform other services as reasonably required by the CLIENT and as outlined in the Contract Documents.

2.7. Final Inspection and Documentation

2.7.1. Final Inspection

The CONSULTANT will schedule and conduct a final inspection with the CLIENT, Contractor, FAA representatives to determine whether the project has reached substantial completion and the work is in accordance with the plans and specifications. The CONSULTANT will document items found to be deficient.

2.7.2. Final Punch List

The CONSULTANT will prepare a punch list correspondence including the deficient items and will forward this correspondence to the Contractor requiring correction of the items and request a schedule for completion. The CONSULTANT will send a copy to the CLIENT and include a copy in the Grant Closeout Report.

2.7.3. Final Construction Certifications

Once all the punch list items have been completed to the satisfaction of the CLIENT and FAA, the CONSULTANT will prepare a Certification of Construction Acceptance for the project. This certification will also be included in the Grant Closeout Report. Assemble documentation for the project closeout report once the project is complete. This will include gathering all construction documentation, supplemental agreements (if applicable), weekly reports, pay requests, testing result summaries, final certification documentation, and change orders in preparation for closeout.

2.8. As-Built Plans

The project team will collaboratively assemble a set of as-built plans for the project. The as-built plans will include field constructed conditions included as part of this Project including any field surveying required to compute final quantities and the drawings will become record information. The CONSULTANT shall provide CLIENT and FAA reproducible “Record Drawings” in digital format.

2.9. Prepare As-Built Airport Layout Plan (Not Required for this Project)

2.10. Project Closeout

Prepare the closeout documentation in accordance with the AIP Sponsor Guide Section 1600. The CONSULTANT may prepare the closeout document within 90 days of final payment to the contractor. Closeout documentation shall include, but may not be limited to, the following:

a. Sponsor Cover Letter

b. Closeout Narrative

- Work Accomplished
- Project Cost and Funding Sources
- Project Team
- Project Milestones

- Construction Photos
- Final Inspection and Punch List
- Contract time and Liquidated Damages
- QA Testing Summary
- Project Costs
- DBE Summary

c. Final SF-271 Form, Outlay Report and Request for Reimbursement for Construction Projects

d. Final SF-425 Form, Federal Financial Report

e. Final Invoice Summary

f. Record Drawings

This work includes preparation of the documentation, coordination with the CLIENT and FAA for review, and preparation of final documents for CLIENT approval. The CLIENT will furnish copies of all administrative costs, as well as paperwork related to previous grant reimbursement (drawdown) requests.

I.B. ADDITIONAL SERVICES

Consulting services performed other than those authorized under Section I.A. shall not be considered part of the Basic Services and may be authorized by the CLIENT as Additional Services. Additional Services consist of those services, which are not generally considered to be Basic Services; or exceed the requirements of the Basic Services; or are not definable prior to the commencement of the project; or vary depending on the technique, procedures, or schedule of the project contractor. Additional services may consist of the following:

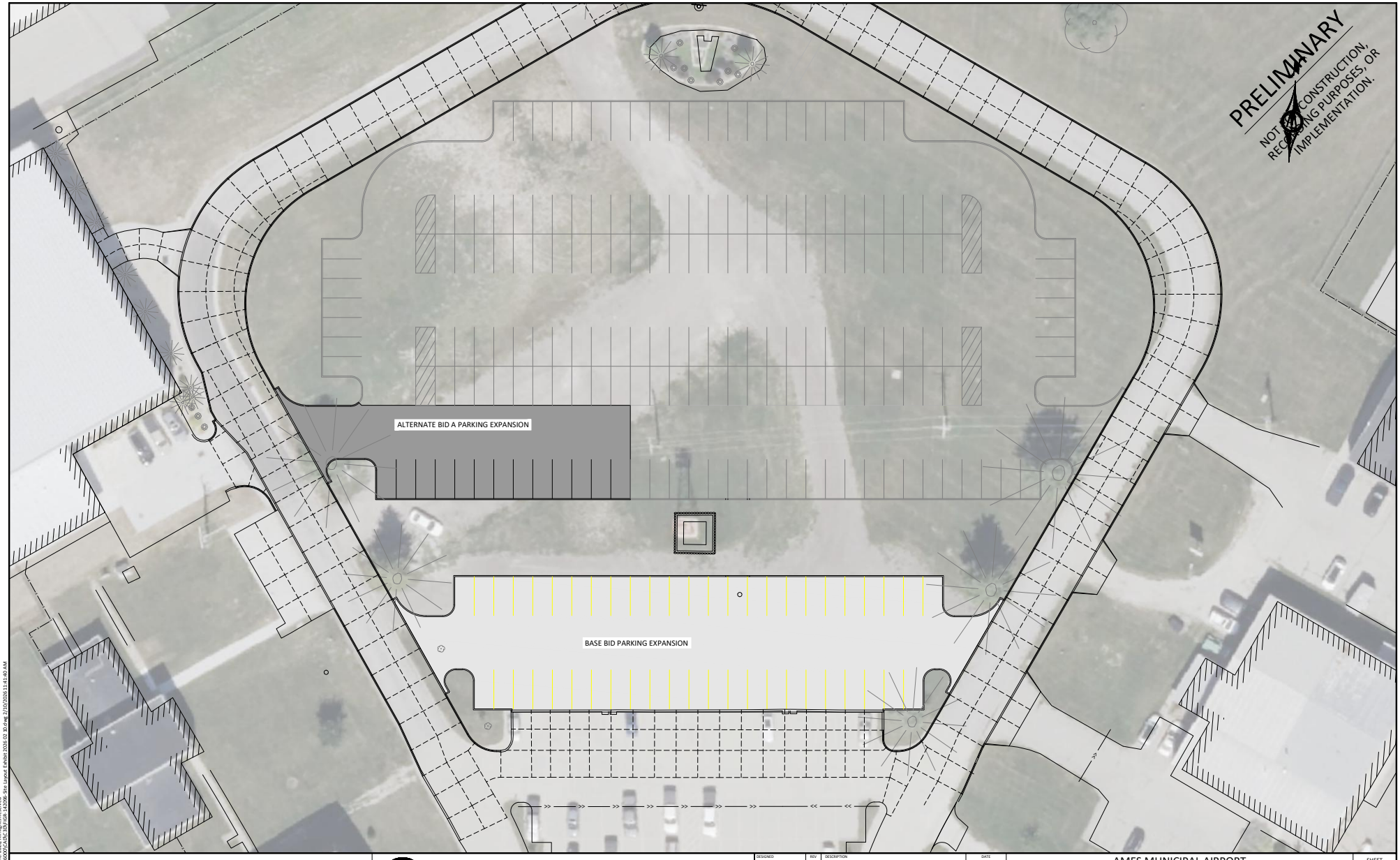
1. Additions to the project outside of this scope.
2. Any topographic surveying required for the Project
3. Any construction surveying required for the Project.
4. Geotechnical investigation required for the Project.
5. Hosting a pre-bid meeting.
6. Additional Field Investigation required beyond those specified.
7. Completion of additional special studies not identified in Section I.A.
8. Periodic completion of grant reimbursement requests (i.e. Credit Applications).
9. Attendance of additional meetings beyond those identified in the above scope.
10. All other services not specifically identified in Section I.A.

EXHIBIT II - PROJECT FEE ESTIMATE

CLIENT:	*Ames Municipal Airport*	**DATE:**	3/27/2026
PROJECT:	*Entrance Road and Parking Lot - Design, Bidding and Construction Services*	**PREPARED BY:**	JPR

Task	Task Description	Estimated Person Hours Required: Principal Eng.	Sr. Eng.	Project Eng.	Design Eng.	Surveyor	Planner	Admin.	Totals	
1	**Design & Bid Administration**									
1.1	Project Scoping	1	2	4	0	0	0	0	7	
1.2	Project Meetings and Coordination	4	8	16	0	0	0	4	32	
1.3	Topographical Survey **(Not Required for this Project)**									
1.4	Geotechnical Investigation **(Not Required for this Project)**									
1.5	FAA Design Report and Form 5100	0	2	6	4	0	0	0	12	
1.6	Construction Safety and Phasing Plan (CSPP)	0	2	4	12	0	0	0	18	
1.7	Modification of Airport Design Standards	0	0	2	0	0	0	2	4	
1.8	10% Review Submittal to FAA **(Not Required for this Project)**									
1.9	30% Review Submittal to FAA **(Not Required for this Project)**									
1.10	90% Review Submittal to FAA	1	16	48	100	0	0	16	181	
1.11	Prepare Final Plans, Specifications, Cost Estimate, and Project Budget	1	8	16	30	0	0	8	63	
1.12	Prepare Disadvantaged Business Plan (DBE) **(Not Required for this Project)**									
1.13	Prepare Advertisement for Bids and Bid Docs	0	2	2	0	0	0	2	6	
1.14	Respond to Bidders Questions	0	2	6	0	0	0	2	10	
1.15	Prepare and Distribute Addendums	0	2	4	0	0	0	2	8	
1.16	Bid Opening	0	4	2	0	0	0	0	6	
1.17	Bid Review and Bid Tabulation	0	2	2	0	0	0	2	6	
1.18	Prepare Recommendation for Award	0	2	2	0	0	0	2	6	
1.19	Prepare Grant Application	0	2	8	4	0	0	2	16	
1.20	Environmental Review, CATEX **(Not Required for this Project)**									
	Total Person Hours	**7**	**54**	**122**	**150**	**0**	**0**	**42**	**375**	
	Direct Labor Rate	$80.00	$55.00	$45.00	$35.00	$57.00	$42.00	$37.00		
	Total Direct Labor Cost	$560.00	$2,970.00	$5,490.00	$5,250.00	$0.00	$0.00	$1,554.00	$15,824.00	
	Overhead	$1,273.94	$6,756.45	$12,489.20	$11,943.23	$0.00	$0.00	$3,535.19	$35,998.02	2.2749 Overhead Rate
	Subtotal Labor Cost								**$51,822.02**	
	Fixed Fee x Subtotal Labor Cost								$7,773.30	15% Profit
	Total Task 1 (Fixed Lump Sum)								**$59,595.32**	
	Direct Expenses									
	None								$0.00	
	Total Expenses Task 1								**$0.00**	
	Subtotal Task 1								**$59,595.32**	
								ROUNDED TASK 1:	**$59,600.00**	

Task	Task Description	Estimated Person Hours Required: Principal Eng.	Sr. Eng.	Project Eng.	Design Eng.	Surveyor	Planner	Admin.	Totals	
2	**Construction Administration**									
2.1	Pre-Construction Meeting	0	2	4	0	0	0	0	6	
2.2	Initial Construction Survey Control Layout	0	0	1	1	4	0	0	6	
2.3	Prepare Construction Management Plan (CMP) **(Not Required for this Project)**									
2.4	Prepare Contract Manuals	0	1	6	0	0	0	8	15	
2.5	Construction Management Services	1	12	32	68	0	0	6	119	
2.6	Resident Project Representative (RPR)									
	Number of Days	0	4	0	40	0	0	0		
	Hours Per Day	6	6	6	8	6	6	6		
	Total Hours	0	24	0	320	0	0	0	344	
2.7	Final Inspection and Documentation	0	2	4	0	0	0	0	6	
2.8	As-Built Plans	0	1	2	4	0	0	2	9	
2.9	Prepare As-Built Airport Layout Plan **(Not Required for this Project)**									
2.10	Project Closeout	0	10	20	2	0	0	2	34	
	Total Person Hours	**1**	**52**	**69**	**395**	**4**	**0**	**18**	**539**	
	Direct Labor Rate	$80.00	$55.00	$45.00	$35.00	$57.00	$42.00	$37.00		
	Total Direct Labor Cost	$80.00	$2,860.00	$3,105.00	$13,825.00	$228.00	$0.00	$666.00	$20,764.00	
	Overhead	$181.99	$6,506.21	$7,063.56	$31,450.49	$518.68	$0.00	$1,515.08	$47,236.02	2.2749 Overhead Rate
	Subtotal Labor Cost								**$68,000.02**	
	Fixed Fee x Subtotal Labor Cost								$10,200.00	15% Profit
	Total Task 2 (Cost Plus a Fixed Fee, NTE)								**$78,200.03**	
	Direct Expenses									
	Construction Testing								$7,000.00	
	Total Expenses Task 2								**$7,000.00**	
	Subtotal Task 2								**$85,200.03**	
								ROUNDED TASK 2:	**$85,200.00**	
								TOTAL PROJECT FEE	**$144,800.00**	



PRELIMINARY

NOT FOR CONSTRUCTION, RECORDING PURPOSES, OR IMPLEMENTATION.

HORZ. 0 20 40
SCALE FEET

BOLTON & MENK
1519 BALTIMORE DRIVE
AMES, IA 50010
Phone: (515) 233-6100
Email: Ames@bolton-menk.com
www.bolton-menk.com

DESIGNED	REV	DESCRIPTION	DATE
DRAWN	A	30%	1/28/26
CHECKED			
CLIENT PROJ. NO. 26X.142096.000			

AMES MUNICIPAL AIRPORT
PARKING LOT EXPANSION
EXHIBIT III - SITE LAYOUT EXHIBIT

SHEET 1

© Bolton & Menk, Inc. 2026. All Rights Reserved
I:\AMES\Docs\142096\00\CAD_ISSUE\142096-Site Layout Exhibit 2026-01-30.dwg, 1/28/2026 11:41:40 AM

EXHIBIT VI
FEDERAL CONTRACT PROVISIONS FOR A/E AGREEMENTS

ALL REFERENCES MADE HEREIN TO "CONTRACTOR", "PRIME CONTRACTOR", "BIDDER", "OFFEROR", AND "APPLICANT" SHALL PERTAIN TO THE ARCHITECT/ENGINEER (A/E).

ALL REFERENCES MADE HEREIN TO "SUBCONTRACTOR", "SUB-TIER CONTRACTOR" OR "LOWER TIER CONTRACTOR" SHALL PERTAIN TO ANY SUBCONSULTANT UNDER CONTRACT WITH THE A/E.

ALL REFERENCES MADE HEREIN TO "SPONSOR" AND "OWNER" SHALL PERTAIN TO THE STATE, CITY, AIRPORT AUTHORITY OR OTHER PUBLIC ENTITY EXECUTING CONTRACTS WITH THE A/E.

PROVISIONS APPLICABLE TO ALL CONTRACTS

ACCESS TO RECORDS AND REPORTS 3

CIVIL RIGHTS – GENERAL 3

CIVIL RIGHTS – TITLE VI ASSURANCE 3

PROHIBITION ON CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT 6

FEDERAL FAIR LABOR STANDARDS ACT (FEDERAL MINIMUM WAGE) 6

OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970 6

RIGHT TO INVENTIONS 6

SEISMIC SAFETY 7

TAX DELINQUENCY AND FELONY CONVICTIONS 7

TRADE RESTRICTION CERTIFICATION 7

VETERAN'S PREFERENCE 8

PROHIBITION OF COVERED UNMANNED AIRCRAFT SYSTEMS (UAS) 9

PROVISIONS APPLICABLE TO CONTRACTS EXCEEDING $10,000

TERMINATION OF CONTRACT 9

PROVISIONS APPLICABLE TO CONTRACTS EXCEEDING $15,000

DISTRACTED DRIVING 11

PROVISIONS APPLICABLE TO CONTRACTS EXCEEDING $25,000

DEBARMENT AND SUSPENSION 11

PROVISIONS APPLICABLE TO CONTRACTS EXCEEDING $100,000

CONTRACT WORKHOURS AND SAFETY STANDARDS ACT REQUIREMENTS 12
LOBBYING AND INFLUENCING FEDERAL EMPLOYEES 13

PROVISIONS APPLICABLE TO CONTRACTS EXCEEDING $150,000

CLEAN AIR AND WATER POLLUTION CONTROL 13

PROVISIONS APPLICABLE TO CONTRACTS EXCEEDING $350,000

BREACH OF CONTRACT TERMS 14

PROVISIONS APPLICABLE TO CONTRACTS CUMULATIVELY EXCEEDING $250,000 IN ONE YEAR

DISADVANTAGED BUSINESS ENTERPRISE 14

PROVISIONS APPLICABLE TO ALL CONTRACTS

ACCESS TO RECORDS AND REPORTS

Reference: 2 CFR § 200.334
2 CFR § 200.337
FAA Order 5100.38

The Contractor must maintain an acceptable cost accounting system. The Contractor agrees to provide the Owner, the Federal Aviation Administration and the Comptroller General of the United States or any of their duly authorized representatives access to any books, documents, papers and records of the Contractor which are directly pertinent to the specific contract for the purpose of making audit, examination, excerpts and transcriptions. The Contractor agrees to maintain all books, records and reports required under this contract for a period of not less than three years after final payment is made and all pending matters are closed.

CIVIL RIGHTS – GENERAL

Reference: 49 USC § 47123

In all its activities within the scope of its airport program, the Contractor agrees to comply with pertinent statutes, Executive Orders, and such rules as identified in Title VI List of Pertinent Nondiscrimination Acts and Authorities to ensure that no person shall, on the grounds of race, color, national origin, creed, sex, age, or disability be excluded from participating in any activity conducted with or benefiting from Federal assistance.

This provision is in addition to that required by Title VI of the Civil Rights Act of 1964.

CIVIL RIGHTS – TITLE VI ASSURANCE

Reference: 49 USC § 47123
FAA Order 1400.11

Title VI Solicitation Notice

As a condition of a grant award, the Sponsor shall demonstrate that it complies with the provisions of Title VI of the Civil Rights Act of 1964 (42 U.S.C. §§ 2000d et seq) and implementing regulations (49 CFR part 21) including amendments thereto, the Airport and Airway Improvement Act of 1982 (49 U.S.C. § 47123), the Age Discrimination Act of 1975 (42 U.S.C. 6101 et seq.), Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794 et seq.), the Americans with Disabilities Act of 1990 (42 U.S.C. § 12101, et seq.), U.S. Department of Transportation and Federal Aviation Administration (FAA) Assurances, and other relevant civil rights statutes, regulations, or authorities, including any amendments or updates thereto. This may include, as applicable, providing a current Title VI Program Plan to the FAA for approval, in the format and according to the timeline required by the FAA, and other information about the communities that will be benefited and impacted by the project. A completed FAA Title VI Pre-Grant Award Checklist is required for every grant application, unless excused by the FAA. The Sponsor shall affirmatively ensure that when carrying out any project supported by this grant that it complies with all federal nondiscrimination and civil rights laws based on race, color, national origin, sex, creed, age, disability, genetic information, in consideration for federal financial assistance. The Department's and FAA's Office of Civil Rights may provide resources and technical assistance to recipients to ensure full and sustainable compliance with Federal civil rights requirements. Failure to comply with civil rights requirements will be

considered a violation of the agreement or contract and be subject to any enforcement action as authorized by law.

Title VI List of Pertinent Nondiscrimination Acts and Authorities

During the performance of this contract, the Contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "Contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

- Title VI of the Civil Rights Act of 1964 (42 USC § 2000d *et seq*., 78 stat. 252) (prohibits discrimination on the basis of race, color, national origin);
- 49 CFR part 21 (Non-discrimination in Federally-Assisted programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964) including amendments thereto;
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 USC § 4601) (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Section 504 of the Rehabilitation Act of 1973 (29 USC § 794 *et seq*.), as amended (prohibits discrimination on the basis of disability); and 49 CFR part 27 (Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance);
- The Age Discrimination Act of 1975, as amended (42 USC § 6101 *et seq*.) (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982 (49 USC § 47123), as amended (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987 (PL 100-259) (broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, the Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act of 1990 (42 USC § 12101, et seq) (prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities) as implemented by U.S. Department of Transportation regulations at 49 CFR parts 37 and 38;
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 USC § 1681, et seq).

Nondiscrimination Requirements / Title VI Clauses for Compliance

Compliance with Nondiscrimination Requirements:

During the performance of this contract, the Contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

1. **Compliance with Regulations:** The Contractor (hereinafter includes consultants) will comply with the Title VI List of Pertinent Nondiscrimination Acts and Authorities, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

2. **Nondiscrimination:** The Contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, national origin, creed, sex, age, or disability in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor will not participate directly or indirectly in the discrimination prohibited by the Nondiscrimination Acts and Authorities, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR part 21 including amendments thereto.

3. **Solicitations for Subcontracts, including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding or negotiation made by the Contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the Contractor of the contractor's obligations under this contract and the Nondiscrimination Acts and Authorities on the grounds of race, color, or national origin.

4. **Information and Reports:** The Contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Sponsor or the Federal Aviation Administration to be pertinent to ascertain compliance with such Nondiscrimination Acts and Authorities and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the Contractor will so certify to the Sponsor or the Federal Aviation Administration, as appropriate, and will set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance:** In the event of a Contractor's noncompliance with the non-discrimination provisions of this contract, the Sponsor will impose such contract sanctions as it or the Federal Aviation Administration may determine to be appropriate, including, but not limited to:

    a. Withholding payments to the Contractor under the contract until the Contractor complies; and/or

    b. Cancelling, terminating, or suspending a contract, in whole or in part.

6. **Incorporation of Provisions:** The Contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations, and directives issued pursuant thereto. The Contractor will take action with respect to any subcontract or procurement as the Sponsor or the Federal Aviation Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the Contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the Contractor may request the Sponsor to enter into any litigation to protect the interests of the Sponsor. In addition, the Contractor may request the United States to enter into the litigation to protect the interests of the United States.

PROHIBITION ON CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT

Reference: 2 CFR § 200, Appendix II(K)
2 CFR § 200.216

Contractor and Subcontractor agree to comply with mandatory standards and policies relating to use and procurement of certain telecommunications and video surveillance services or equipment in compliance with the National Defense Authorization Act [Public Law 115-232 § 889(f)(1)].

FEDERAL FAIR LABOR STANDARDS ACT (FEDERAL MINIMUM WAGE)

Reference: 29 USC § 201, et seq
2 CFR § 200.430

All contracts and subcontracts that result from this solicitation incorporate by reference the provisions of 29 CFR Part 201, et seq, the Federal Fair Labor Standards Act (FLSA), with the same force and effect as if given in full text. The FLSA sets minimum wage, overtime pay, recordkeeping, and child labor standards for full and part-time workers.

The Contractor has full responsibility to monitor compliance to the referenced statute or regulation. The Contractor must address any claims or disputes that arise from this requirement directly with the U.S. Department of Labor – Wage and Hour Division.

OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970

Reference: 20 CFR Part 1910

All contracts and subcontracts that result from this solicitation incorporate by reference the requirements of 29 CFR Part 1910 with the same force and effect as if given in full text. The employer must provide a work environment that is free from recognized hazards that may cause death or serious physical harm to the employee. The employer retains full responsibility to monitor its compliance and their subcontractor's compliance with the applicable requirements of the Occupational Safety and Health Act of 1970 (29 CFR Part 1910). The employer must address any claims or disputes that pertain to a referenced requirement directly with the U.S. Department of Labor – Occupational Safety and Health Administration.

RIGHT TO INVENTIONS

Reference: 2 CFR Part 200, Appendix II(F)
37 CFR Part 401

Contracts or agreements that include the performance of experimental, developmental, or research work must provide for the rights of the Federal Government and the Owner in any resulting invention as established by 37 CFR part 401, Rights to Inventions Made by Non-profit Organizations and Small Business Firms under Government Grants, Contracts, and Cooperative Agreements. This contract incorporates by reference the patent and inventions rights as specified within 37 CFR § 401.14. Contractor must include this requirement in all sub-tier contracts involving experimental, developmental, or research work.

SEISMIC SAFETY

Reference: 49 CFR Part 41

In the performance of design services, the Consultant agrees to furnish a building design and associated construction specification that conform to a building code standard that provides a level of seismic safety substantially equivalent to standards as established by the National Earthquake Hazards Reduction Program (NEHRP). Local building codes that model their building code after the current version of the International Building Code (IBC) meet the NEHRP equivalency level for seismic safety. At the conclusion of the design services, the Consultant agrees to furnish the Owner a "certification of compliance" that attests conformance of the building design and the construction specifications with the seismic standards of NEHRP or an equivalent building code.

TAX DELINQUENCY AND FELONY CONVICTIONS

Reference: Section 8113 of the Consolidated Appropriations Act, 2022 (P.L. 117-103) and similar provisions in subsequent appropriations acts
DOT Order 4200.6 – Appropriations Act Requirements for Procurement and Non-Procurement Regarding Tax Delinquency and Felony Convictions

The Contractor certifies:

1) It is not a corporation that has any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability. A tax delinquency is any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.

2) It is not a corporation that was convicted of a criminal violation under any Federal law within the preceding 24 months. A felony conviction is a conviction within the preceding twenty four (24) months of a felony criminal violation under any Federal law and includes conviction of an offense defined in a section of the U.S. Code that specifically classifies the offense as a felony and conviction of an offense that is classified as a felony under 18 USC § 3559.

The Contractor agrees to incorporate the above certification in all lower tier subcontracts.

TRADE RESTRICTION CERTIFICATION

Reference: 49 USC § 50104
49 CFR Part 30

By submission of an offer, the Offeror certifies that with respect to this solicitation and any resultant contract, the Offeror:

1) is not owned or controlled by one or more citizens of a foreign country included in the list of countries that discriminate against U.S. firms as published by the Office of the United States Trade Representative (USTR);

2) has not knowingly entered into any contract or subcontract for this project with a person that is a citizen or national of a foreign country included on the list of countries that discriminate against U.S. firms as published by the USTR; and

3) has not entered into any subcontract for any product to be used on the Federal project that is produced in a foreign country included on the list of countries that discriminate against U.S. firms published by the USTR.

This certification concerns a matter within the jurisdiction of an agency of the United States of America and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18 USC § 1001.

The Offeror/Contractor must provide immediate written notice to the Owner if the Offeror/Contractor learns that its certification or that of a subcontractor was erroneous when submitted or has become erroneous by reason of changed circumstances. The Contractor must require subcontractors provide immediate written notice to the Contractor if at any time it learns that its certification was erroneous by reason of changed circumstances.

Unless the restrictions of this clause are waived by the Secretary of Transportation in accordance with 49 CFR § 30.17, no contract shall be awarded to an Offeror or subcontractor:

1) who is owned or controlled by one or more citizens or nationals of a foreign country included on the list of countries that discriminate against U.S. firms published by the USTR; or

2) whose subcontractors are owned or controlled by one or more citizens or nationals of a foreign country on such USTR list; or

3) who incorporates in the public works project any product of a foreign country on such USTR list.

Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render, in good faith, the certification required by this provision. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

The Offeror agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification without modification in all lower tier subcontracts. The Contractor may rely on the certification of a prospective subcontractor that it is not a firm from a foreign country included on the list of countries that discriminate against U.S. firms as published by USTR, unless the Offeror has knowledge that the certification is erroneous.

This certification is a material representation of fact upon which reliance was placed when making an award. If it is later determined that the Contractor or subcontractor knowingly rendered an erroneous certification, the Federal Aviation Administration (FAA) may direct through the Owner cancellation of the contract or subcontract for default at no cost to the Owner or the FAA.

VETERAN'S PREFERENCE

Reference: 49 USC § 47112(c)

In the employment of labor (excluding executive, administrative, and supervisory positions), the Contractor and all sub-tier contractors must give preference to covered veterans as defined within 49 U.S.C. § 47112. Covered veterans include Vietnam-era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns (as defined by 15 U.S.C. § 632) owned and controlled by disabled veterans. This preference only applies when there are covered veterans readily available and qualified to perform the work to which the employment relates.

PROHIBITION OF COVERED UNMANNED AIRCRAFT SYSTEMS (UAS)

Reference: FAA Reauthorization Act of 204 (Public Law 118-63), Section 936
49 USC § 44801 note

The Bidder or Offeror certifies that they are aware of and comply with relevant Federal statutes and regulations, including those from the Federal Aviation Administration (FAA), for operating unmanned aircraft systems (UAS) in accordance, and in compliance with all related requirements in the FAA Reauthorization Act of 2024 (Public Law 118-63), section 936 (49 U.S.C. § 44801 note).

Contractor warrants that all UAS operations will be conducted in full compliance with all applicable Federal Aviation Administration (FAA) regulations, including but not limited to 14 CFR Part 107, and any other applicable local, state, or Federal laws and regulations.

Sponsors and subgrant recipients cannot use AIP grant funds to enter into, extend, or renew a contract related to covered unmanned aircraft systems (UAS). This includes both procurement and operational contracts, as well as contracts with entities that operate such systems.

PROVISIONS APPLICABLE TO CONTRACTS EXCEEDING $10,000

TERMINATION OF CONTRACT

Reference: 2 CFR Part 200, Appendix II(B)
FAA Advisory Circular 150/5370-10, Section 80-09

Termination for Convenience (Professional Services)

The Owner may, by written notice to the Consultant, terminate this Agreement for its convenience and without cause or default on the part of Consultant. Upon receipt of the notice of termination, except as explicitly directed by the Owner, the Contractor must immediately discontinue all services affected.

Upon termination of the Agreement, the Consultant must deliver to the Owner all data, surveys, models, drawings, specifications, reports, maps, photographs, estimates, summaries, and other documents and materials prepared by the Engineer under this contract, whether complete or partially complete.

Owner agrees to make just and equitable compensation to the Consultant for satisfactory work completed up through the date the Consultant receives the termination notice. Compensation will not include anticipated profit on non-performed services.

Owner further agrees to hold Consultant harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

Termination for Cause (Professional Services)

Either party may terminate this Agreement for cause if the other party fails to fulfill its obligations that are essential to the completion of the work per the terms and conditions of the Agreement. The party initiating the termination action must allow the breaching party an opportunity to dispute or cure the breach.

The terminating party must provide the breaching party seven (7) days advance written notice of its intent to terminate the Agreement. The notice must specify the nature and extent of the breach, the conditions necessary to cure the breach, and the effective date of the termination action. The rights

and remedies in this clause are in addition to any other rights and remedies provided by law or under this agreement.

a) **Termination by Owner:** The Owner may terminate this Agreement for cause in whole or in part, for the failure of the Consultant to:

   1. Perform the services within the time specified in this contract or by Owner approved extension;
   2. Make adequate progress so as to endanger satisfactory performance of the Project; or
   3. Fulfill the obligations of the Agreement that are essential to the completion of the Project.

Upon receipt of the notice of termination, the Consultant must immediately discontinue all services affected unless the notice directs otherwise. Upon termination of the Agreement, the Consultant must deliver to the Owner all data, surveys, models, drawings, specifications, reports, maps, photographs, estimates, summaries, and other documents and materials prepared by the Engineer under this contract, whether complete or partially complete.

Owner agrees to make just and equitable compensation to the Consultant for satisfactory work completed up through the date the Consultant receives the termination notice. Compensation will not include anticipated profit on non-performed services.

Owner further agrees to hold Consultant harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

If, after finalization of the termination action, the Owner determines the Consultant was not in default of the Agreement, the rights and obligations of the parties shall be the same as if the Owner issued the termination for the convenience of the Owner.

b) **Termination by Consultant:** The Consultant may terminate this Agreement for cause in whole or in part, if the Owner:

   1. Defaults on its obligations under this Agreement;
   2. Fails to make payment to the Consultant in accordance with the terms of this Agreement;
   3. Suspends the project for more than one hundred eighty (180) days due to reasons beyond the control of the Consultant.

Upon receipt of a notice of termination from the Consultant, Owner agrees to cooperate with Consultant for the purpose of terminating the agreement or portion thereof, by mutual consent. If Owner and Consultant cannot reach mutual agreement on the termination settlement, the Consultant may, without prejudice to any rights and remedies it may have, proceed with terminating all or parts of this Agreement based upon the Owner's breach of the contract.

In the event of termination due to Owner breach, the Consultant is entitled to invoice Owner and to receive full payment for all services performed or furnished in accordance with this Agreement and all justified reimbursable expenses incurred by the Consultant through the effective date of termination action. Owner agrees to hold Consultant harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

PROVISIONS APPLICABLE TO CONTRACTS EXCEEDING $15,000

DISTRACTED DRIVING

Reference: Executive Order 13513
DOT Order 3902.10

In accordance with Executive Order 13513, "Federal Leadership on Reducing Text Messaging While Driving", (10/1/2009) and DOT Order 3902.10, "Text Messaging While Driving", (12/30/2009), the Federal Aviation Administration encourages recipients of Federal grant funds to adopt and enforce safety policies that decrease crashes by distracted drivers, including policies to ban text messaging while driving when performing work related to a grant or subgrant.

In support of this initiative, the Owner encourages the Contractor to promote policies and initiatives for its employees and other work personnel that decrease crashes by distracted drivers, including policies that ban text messaging while driving motor vehicles while performing work activities associated with the project. The Contractor must include the substance of this clause in all sub-tier contracts exceeding $15,000 that involve driving a motor vehicle in performance of work activities associated with the project.

PROVISIONS APPLICABLE TO CONTRACTS EXCEEDING $25,000

DEBARMENT AND SUSPENSION

Reference: 2 CFR Part 180 (Subpart B)
2 CFR Part 200, Appendix II(H)
2 CFR Part 1200
DOT Order 4200.5
Executive Orders 12549 and 12689

Certification of Offeror/Bidder Regarding Debarment

By submitting a bid/proposal under this solicitation, the bidder or offeror certifies that neither it nor its principals are presently debarred or suspended by any Federal department or agency from participation in this transaction.

Certification of Lower Tier Contractors Regarding Debarment

The successful bidder, by administering each lower tier subcontract that exceeds $25,000 as a "covered transaction", must confirm each lower tier participant of a "covered transaction" under the project is not presently debarred or otherwise disqualified from participation in this federally-assisted project. The successful bidder will accomplish this by:

1. Checking the System for Award Management at website: http://www.sam.gov.
2. Collecting a certification statement similar to the Certification of Offeror/Bidder Regarding Debarment, above.
3. Inserting a clause or condition in the covered transaction with the lower tier contract.

If the Federal Aviation Administration later determines that a lower tier participant failed to disclose to a higher tier participant that it was excluded or disqualified at the time it entered the covered transaction, the FAA may pursue any available remedies, including suspension and debarment of the non-compliant participant.

PROVISIONS APPLICABLE TO CONTRACTS EXCEEDING $100,000

CONTRACT WORKHOURS AND SAFETY STANDARDS ACT REQUIREMENTS

Reference: 2 CFR Part 200, Appendix II(E)
29 CFR § 5.5(b)
40 USC § 3702
40 USC § 3704

1. Overtime Requirements.

No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic, including watchmen and guards, in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

2. Violation; Liability for Unpaid Wages; Liquidated Damages.

In the event of any violation of the clause set forth in paragraph (1) of this clause, the Contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1) of this clause, in the sum of $29 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1) of this clause.

3. Withholding for Unpaid Wages and Liquidated Damages.

The Federal Aviation Administration (FAA) or the Owner shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2) of this clause.

4. Subcontractors.

The Contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraphs (1) through (4) and also a clause requiring the subcontractor to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1) through (4) of this clause.

LOBBYING AND INFLUENCING FEDERAL EMPLOYEES

Reference: 31 USC § 1352 – Byrd Anti-Lobbying Amendment
2 CFR Part 200, Appendix II(I)
49 CFR Part 20, Appendix A

Certification Regarding Lobbying

The Bidder or Offeror certifies by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the Bidder or Offeror, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. § 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

PROVISIONS APPLICABLE TO CONTRACTS EXCEEDING $150,000

CLEAN AIR AND WATER POLLUTION CONTROL

References: 2 CFR Part 200, Appendix II(G)
42 USC § 7401, et seq
33 USC § 1251, et seq

Contractor agrees to comply with all applicable standards, orders, and regulations issued pursuant to the Clean Air Act (42 U.S.C. §§ 7401-7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. §§ 1251-1387). The Contractor agrees to report any violation to the Owner immediately upon discovery. The Owner assumes responsibility for notifying the Environmental Protection Agency (EPA) and the Federal Aviation Administration.

The Contractor must include this requirement in all subcontracts that exceed $150,000.

PROVISIONS APPLICABLE TO CONTRACTS EXCEEDING $350,000

BREACH OF CONTRACT TERMS

Reference: 2 CFR Part 200, Appendix II(A)

Any violation or breach of terms of this contract on the part of the Contractor or its subcontractors may result in the suspension or termination of this contract or such other action that may be necessary to enforce the rights of the parties of this agreement.

Owner will provide Contractor written notice that describes the nature of the breach and corrective actions the Contractor must undertake in order to avoid termination of the contract. Owner reserves the right to withhold payments to Contractor until such time the Contractor corrects the breach or the Owner elects to terminate the contract. The Owner's notice will identify a specific date by which the Contractor must correct the breach. Owner may proceed with termination of the contract if the Contractor fails to correct the breach by the deadline indicated in the Owner's notice.

The duties and obligations imposed by the Contract Documents and the rights and remedies available thereunder are in addition to, and not a limitation of, any duties, obligations, rights and remedies otherwise imposed or available by law.

PROVISIONS APPLICABLE TO CONTRACTS CUMULATIVELY EXCEEDING $250,000 IN ONE YEAR

DISADVANTAGED BUSINESS ENTERPRISE

Reference: 49 CFR Part 26
49 USC § 47113

Solicitation Language (Solicitations with a DBE Contract Goal)

*Bid Information Submitted as a matter of **responsiveness**:*

The Owner's award of this contract is conditioned upon Bidder or Offeror satisfying the good faith effort requirements of 49 CFR § 26.53.

As a condition of responsiveness, the Bidder or Offeror must submit the following information with its proposal on the forms provided herein:

1) The names and addresses of Disadvantaged Business Enterprise (DBE) firms that will participate in the contract;
2) A description of the work that each DBE firm will perform;
3) The dollar amount of the participation of each DBE firm listed under (1);
4) Written statement from Bidder or Offeror that attests their commitment to use the DBE firm(s) listed under (1) to meet the Owner's project goal;
5) Written confirmation from each listed DBE firm that it is participating in the contract in the kind and amount of work provided in the prime contractor's commitment; and
6) If Bidder or Offeror cannot meet the advertised project DBE goal, evidence of good faith efforts undertaken by the Bidder or Offeror as described in appendix A to 49 CFR part 26 including any amendments thereto. The documentation of good faith efforts must include

copies of each DBE and non-DBE subcontractor quote submitted to the bidder when a non-DBE subcontractor was selected over a DBE for work on the contract.

*Bid Information submitted as a matter of bidder **responsibility**:*

The Owner's award of this contract is conditioned upon Bidder or Offeror satisfying the good faith effort requirements of 49 CFR § 26.53.

As a condition of responsibility, every Bidder or Offeror must submit the following information on the forms provided herein within five days after bid opening.

1) The names and addresses of Disadvantaged Business Enterprise (DBE) firms that will participate in the contract;
2) A description of the work that each DBE firm will perform;
3) The dollar amount of the participation of each DBE firm listed under (1);
4) Written statement from Bidder or Offeror that attests their commitment to use the DBE firm(s) listed under (1) to meet the Owner's project goal;
5) Written confirmation from each listed DBE firm that it is participating in the contract in the kind and amount of work provided in the prime contractor's commitment; and
6) If Bidder or Offeror cannot meet the advertised project DBE goal, evidence of good faith efforts undertaken by the Bidder or Offeror as described in appendix A to 49 CFR part 26 including any amendments thereto. The documentation of good faith efforts must include copies of each DBE and non-DBE subcontractor quote submitted to the bidder when a non-DBE subcontractor was selected over a DBE for work on the contract.

*Bid Information requirements for **negotiated procurement***

In a negotiated procurement, such as a procurement for professional services, the Sponsor may allow the bidder/offeror to make a contractually binding commitment to meet the goal at the time of bid submission or the presentation of initial proposals but provide the information required under the above *responsiveness* or *responsibility* procedures before the final selection for the contract is made by the recipient.

*Bid Information submitted for **Design-Build projects***

In a design-build contracting situation, in which the Sponsor solicits proposals to design and build a project with minimal-project details at time of letting, the Sponsor may set a DBE goal that proposers must meet by submitting a DBE Open-Ended DBE Performance Plan (OEPP) with the proposal. The OEPP replaces the requirement to provide the information required in paragraph (b) of 49 CFR § 26.53 that applies to design-bid-build contracts. To be considered responsive, the OEPP must include a commitment to meet the goal and provide details of the types of subcontracting work or services (with projected dollar amount) that the proposer will solicit DBEs to perform. The OEPP must include an estimated time frame in which actual DBE subcontracts would be executed. Once the design-build contract is awarded, the recipient must provide ongoing monitoring and oversight to evaluate whether the design-builder is using good faith efforts to comply with the OEPP and schedule. The recipient and the design-builder may agree to make written revisions of the OEPP throughout the life of the project, *e.g.,* replacing the type of work items the design-builder will solicit DBEs to perform and/or adjusting the proposed schedule, as long as the design-builder continues to use good faith efforts to meet the goal.

Solicitation Language (Solicitations with No DBE Contract Goal)

The requirements of 49 CFR Part 26 including any amendments thereto apply to this contract. It is the policy of the Owner to practice nondiscrimination based on race, color, sex, or national origin in the award or performance of this contract. The Owner encourages participation by all firms qualifying under this solicitation regardless of business size or ownership.

Prime Contracts (Contracts Covered by a DBE Program)

Contract Assurance (49 CFR § 26.13)

The Contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Contractor shall carry out applicable requirements of 49 CFR Part 26, including any amendments thereto, in the award and administration of DOT-assisted contracts. Failure by the Contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:

1) Withholding monthly progress payments;
2) Assessing sanctions;
3) Liquidated damages; and/or
4) Disqualifying the Contractor from future bidding as non-responsible.

Prompt Payment (49 CFR § 26.29)

The prime contractor agrees to pay each subcontractor under this prime contract for satisfactory performance of its contract no later than thirty (30) calendar days from the receipt of each payment the prime contractor receives from Owner. The prime contractor agrees further to return retainage payments to each subcontractor within thirty (30) calendar days after the subcontractor's work is satisfactorily completed. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of the Owner. This clause applies to both DBE and non-DBE subcontractors.

Termination of DBE Subcontracts (49 CFR § 26.53(f))

The prime contractor must not terminate a DBE subcontractor listed in response to the above *Solicitation Language (Solicitations that include a Contract Goal)* section (or an approved substitute DBE firm) without prior written consent of Owner. This includes, but is not limited to, instances in which the prime contractor seeks to perform work originally designated for a DBE subcontractor with its own forces or those of an affiliate, a non-DBE firm, or with another DBE firm.

The prime contractor shall utilize the specific DBEs listed to perform the work and supply the materials for which each is listed unless the contractor obtains written consent from the Owner. Unless the Owner's consent is provided, the prime contractor shall not be entitled to any payment for work or material unless it is performed or supplied by the listed DBE.

The Owner may provide such written consent only if the Owner agrees, for reasons stated in the concurrence document, that the prime contractor has good cause to terminate the DBE firm. For purposes of this paragraph, good cause includes the circumstances listed in 49 CFR §26.53.

Before transmitting to the Owner its request to terminate and/or substitute a DBE subcontractor, the prime contractor must give notice in writing to the DBE subcontractor, with a copy to the Owner, of its intent to request to terminate and/or substitute, and the reason for the request.

The prime contractor must give the DBE five days to respond to the prime contractor's notice and advise the Owner and the contractor of the reasons, if any, why it objects to the proposed

termination of its subcontract and why the Owner should not approve the prime contractor's action. If required in a particular case as a matter of public necessity (e.g., safety), the Owner may provide a response period shorter than five days.

In addition to post-award terminations, the provisions of this section apply to pre-award deletions of or substitutions for DBE firms put forward by offerors in negotiated procurements.

This Page Intentionally Left Blank

U.S. Department
of Transportation

Federal Aviation Administration

Central Region
Iowa, Kansas, Missouri, Nebraska

1100 Main St. Suite 800
Kansas City, MO 64105

May 1, 2026

Mr. Damion Pregitzer
Traffic Engineer
City of Ames
515 Clark Avenue
Ames, IA 50010

Re: Ames Municipal Airport (AMW); Ames, IA
Potential Grant No. 3-19-0004-035
Construct Parking Lot

Subject: Concurrence to Advertise for Bids

Dear Mr. Pregitzer:

Safety Plan
A Construction Safety & Phasing Plan (CSPP) is not required for this project.

Concurrence to Advertise for Bids
After you have incorporated the attached comments and submitted written responses to our comments, you may advertise the project. We are open to discussion regarding any comments you do not understand or with which you disagree.

Our review does not relieve you, the Sponsor, or your Engineer of the responsibility for the accuracy, completeness, and technical content of the plans and specifications.

What you need to submit now

- An annotated copy of the review comments, indicating how each comment was addressed (if you have not done so already).
- One copy of the As-bid advertised Plans, Specifications, and Final Engineer's Report.
- Draft Engineering Agreement for Construction Observation Services for review, if applicable.

What you need to submit after you open bids

- Consultant Evaluation of Bids
- Sponsor Recommendation for Award of the Construction Contract
- Bid Tabulation
- Buy American Certification Form
- Proposal of the Successful Bidder (Proposal Form, DBE Forms, etc.)
- List of DBE subcontractors including each DBE's name, phone number, the dollar amount and nature of their work, and evidence of when and by whom they were last certified (their current DBE certification)

What we will do next

Upon receipt of the above information we will be in a position to evaluate the bids and offer our concurrence in award. Please note that any construction contract awards made prior to receipt of our letter could jeopardize Federal participation in the project.

Questions

If you have any questions, please contact me at (816) 329-2628 or ryan.m.dametz@faa.gov.

Sincerely,



Ryan DaMetz, P.E.
State Airport Engineer - Iowa

ITEM #:	**16**
DATE:	**05-12-26**
DEPT:	**ELEC**

COUNCIL ACTION FORM

SUBJECT: GENERATION INTERCONNECTION AGREEMENT WITH MID-CONTINENT INDEPENDENT SYSTEM OPOERATOR (MISO)

BACKGROUND:

Electric Services is undertaking a project to design and construct a new electric generating facility. The City has retained Sargent & Lundy to provide the standard design services, along with support in obtaining all permits and regulatory permissions required to construct the facility.

One of the permissions needed is a Generation Interconnection Agreement (GIA) from the Mid-Continent Independent System Operator (MISO). MISO is the regional transmission grid operator. The operator studies the impact of new generation on the electric grid and determines whether the proposed new generating assets will require system upgrades to support generation-to-load requirements. These studies include a steady state, short circuit analysis, and stability studies. The completed studies will identify overloads or limitations on the electric grid which must be corrected before the new generation can be connected.

When a generator interconnect project is submitted to MISO for study, MISO requires the developer/utility to make certain financial commitments to support the costs of the studies. The payments include:

1) A non-refundable application fee (D1) = $7,000.
   - Paid by ACH /wire payment only

2) Study Deposits (D2) based on the amount of new Interconnection Service and/or Interconnection Rights requested. **Based on the size of Ames' proposed generation, the study deposit amount is $270,000.** The deposit is used by MISO to cover the study costs listed above. If the study does not require a substantially complex analysis and the actual costs to perform the study are less, any funds not spent are returned to the developer/utility.
   - Paid by ACH/wire payment only

It is these two payments that City staff is seeking approval to complete. If the City receives preliminary approval from MISO to proceed once the initial study is performed, then a third expenditure will be required at a later date for Milestone (M2), as described below:

3) Milestone (M2) = $24,000/MW. This payment is intended to make it costly for a developer to submit a possible new generation project and then back out or does not build the project after receiving an approved Generator Interconnection Agreement. This is paid in the form of cash or a Letter of Credit that is only "cashed" if the developer does not proceed with the generation project. This amount will be due later in the study process.

- Paid by ACH/wire payment or Irrevocable Letter of Credit

The costs for these studies will be financed from the New Thermal Generation Capital Improvement Project. The adopted 2026-2031 Capital Improvements Plan contains a New Thermal Generation Project that indicates a total project cost of $84 million, financed from a combination of Electric Revenue Bonds and the Electric Utility Fund balance. In accordance with the staff report delivered to the City Council on April 21, 2026, the total project cost has been increased to a projected amount of $190 million. The revised estimate will be incorporated into future CIPs and funded from future Electric Revenue Bond issues.

ALTERNATIVES:

1. Approve payment to Mid-Continent Independent System Operator (MISO) in the amount of $277,000 for a Generation Interconnection Agreement application.

2. Do not approve the agreement.

CITY MANAGER'S RECOMMENDED ACTION:

Electric Services is in the process of adding new electric generation resources. It is required that MISO perform a series of studies to ensure the regional grid is not negatively impacted when the new generation is operating. Without the completion of these studies, MISO will not provide a Generator Interconnection Agreement, preventing Ames from connecting the new generation plant to the transmission system. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative 1, as described above.

ITEM #:	**17**
DATE:	**05-12-26**
DEPT:	**ELEC**

COUNCIL ACTION FORM

SUBJECT: GENERATOR STEP-UP (GSU) TRANSFORMER FOR AMES MUNICIPAL ENERGY CENTER

BACKGROUND:

The Electric Services Department is in the process of designing a new thermal generation facility called the Ames Municipal Energy Center (AMEC). The facility will utilize reciprocating internal combustion engines (RICE unites) to generate electricity. The initial phase of the project will include three RICE units, and a further three will be installed in the future for a total of six units. Each set of three RICE units will be connected to a Generator Step-Up Transformer (GSU) to transmit the electricity to the utility's electric grid. The transformer has a long lead time to manufacture and deliver.

The City has retained Sargent & Lundy to assist in the design and specification of the AMEC, including preparing specifications for the GSU and analyzing the bids received. **The Engineer's estimate for this equipment is $3,600,000.** On February 20, 2026, an Invitation to Bid was posted to AmesBids by Purchasing, for the purchase of a GSU. On April 24, 2026, 10 bids were received as shown in the table below:

BIDDER	BID AMOUNT
Cavalry Energy LLC Warrendale, PA	$1,641,075.00
EL Power Tech Co., LTD. Hwaseong-Si, Gyeonggi-Do, Korea	$1,940,000.00
Meta Power Solutions Lake Park, FL	$2,152,856.16
Cahoon Sales, Inc. Iowa City, IA	$2,248,100.00
Cleaves-Bessmer-Marietti, Inc. Lee's Summit, MO	$2,285,368.00
RESCO (Rural Electric Supply Cooperative) Ankeny, IA	$2,511,487.00
WEG Transformers Washington, MO	$2,532,176.00
Hyundai Corporation USA Torrance, CA	$2,645,075.00
Energy Solutions Inc. Elkhorn, NE	$3,564,998.00

Fletcher Reinhardt Co Cedar Rapids, IA	No Bid

Staff and Sargent & Lundy are in the process of evaluating each bid to make sure they meet the specifications. This includes the size and performance capabilities of the equipment being bid, the efficiency of each unit, the place of origin and delivery methods, delivery times, the offered payment schedule, etc.

While the purchase of the GSU is not a public improvement project that requires bids to be reported to City Council, staff thought it best to continue to keep Council informed because it is a major piece of equipment for the new Ames Municipal Energy Center. **Therefore, the Council action requested at this time is to accept the report of bids and delay the award so staff and Sargent & Lundy can thoroughly evaluate the bids to ensure a quality product is selected for the award.** Staff anticipates returning to Council at the May 26 meeting with a recommendation to award a contract.

ALTERNATIVES:

1. Accept the report of bids and delay the award to provide staff additional time to evaluate bids.

2. Reject all bids and direct staff to rebid.

CITY MANAGER'S RECOMMENDED ACTION:

The purchase of the GSU is the first significant construction milestone in the development of the Ames Municipal Energy Center. It is essential for staff to take the time to thoroughly evaluate the bids to ensure a quality product is selected for the award, while remaining sensitive to the long lead times necessary to construct and deliver this equipment. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as described above.

ITEM #:	**18**
DATE:	**05-12-26**
DEPT:	**ELEC**

COUNCIL ACTION FORM

SUBJECT: NON-ASBESTOS INSULATION AND RELATED SERVICES AND SUPPLY CONTRACT FOR THE POWER PLANT - CONTRACT RENEWAL

BACKGROUND:

This contract involves the removal, repair, and reinstallation of non-asbestos insulation at the Power Plant. It also includes 1) installation of new insulation systems on pipes, ducts, equipment, vessels, boilers, and accessories throughout the Power Plant; 2) repair and replacement of lagging systems; repair and replacement of jacketing systems; and installation of new jacketing systems; and 3) fire-stopping insulation and sound attenuation insulation.

On June 11, 2024, Council awarded a contract to HTH Companies Inc., Union, MO, for the Non-Asbestos Insulation and Related Services and Supply Contract at the Power Plant. This contract included the option for the City to renew in one-year increments for up to four additional years. This is the second renewal out of four possible renewal periods. **The City Council should note that the rates which will be charged by HTH Companies Inc. will increase 3% compared to the current year.**

The benefits of having a contract for these services in place include the following:

- Consistency of work and quality from a single contractor.
- Reduction in the City's exposure to market forces regarding prices and availability for labor, travel, and supplies in preparation for a scheduled outage.
- Rapid contractor mobilization to start emergency repairs, thus reducing generation downtime.
- Saved City staff time obtaining quotes, evaluating bids and preparing specifications, and other procurement documentation.

The approved FY 2026/27 Power Plant operating budget includes $150,000 for this contract. Invoices will be calculated using the contractually agreed rates for time and materials, based solely on services actually rendered.

ALTERNATIVES:

1. Approve the contract renewal with HTH Companies, Inc., of Union, MO, for the Non-Asbestos Insulation and Related Services and Supply Contract at the Power Plant for the one-year period from July 1, 2026 through June 30, 2027 in an amount not-to-exceed $150,000.

2. Do not renew the contract and instruct staff to seek new competitive bids .

CITY MANAGER'S RECOMMENDED ACTION:

This contract is needed to carry out emergency and routine non-asbestos insulation services at the Power Plant. The contract will establish rates for service and provide for guaranteed availability, thereby setting in place known rates for services. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1 as stated above.

ITEM #:	**19**
DATE:	**05-12-26**
DEPT:	**ELEC**

COUNCIL ACTION FORM

SUBJECT: CHEMICAL TREATMENT PROGRAM FOR POWER PLANT

BACKGROUND:

This contract is for the chemicals and services for chemical treatment of the boilers, cooling towers, coal yard, and ash ponds at the Power Plant. The scope of work includes supplying a range of chemicals, technical expertise in boiler chemistry and analysis, the ability to train Power Plant staff in maintaining the system, and detailed monitoring and analysis of the boilers to ensure they are protected from damage. All of this is essential for the operation of the Power Plant.

On May 13, 2025, Ames City Council awarded a contract to ChemTreat, Inc., of Glen Allen, VA, for the Chemical Treatment Program Contract for Power Plant. The contract includes an option that would allow the City to renew the contract for up to four additional one-year terms. This is the first of four additional renewal contract periods.

Based on projected overall usage of the chemicals and run time of the equipment, the proposed FY 2026/27 contract is expected to increase actual costs by approximately 4%. Electric Services staff determined the proposed increases of the various chemicals to be acceptable.

The benefits of having a contract for these services in place include the following:

1. Reliability in delivery and quality supplies from a single contractor.
2. Reduction in the City's exposure to market forces regarding prices and availability of supplies.
3. Rapid contractor mobilization to receive materials on time.
4. Saved City staff time obtaining quotes, evaluating bids and preparing specifications and other procurement documentation.

The approved FY 2026/27 Electric Production operating budget includes $398,000. Payments will be based on unit prices bid and the chemicals and services actually delivered by the contractor and accepted by the Power Plant.

ALTERNATIVES:

1. Award a contract to ChemTreat, Inc., Glen Allen, VA, for Chemical Treatment Program for the one-year period from July 1, 2026 through June 30, 2027 in an amount not-to-exceed $398,000.

2. Reject the proposal and instruct staff to seek new competitive bids.

CITY MANAGER'S RECOMMENDED ACTION:

The chemicals and services received under this contract are critical to optimal operation of the Power Plant. Competent treatment of the water in the boiler and cooling tower systems is essential to keeping the Plant in top operating condition. It is important to receive chemicals and related treatment services for the Power Plant at the lowest possible cost consistent with the quality required to maintain Plant operations. It is also necessary to lock in prices and accountability with key contractors. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1 as stated above.

ITEM #:	**20**
DATE:	**05-12-26**
DEPT:	**W&PC**

COUNCIL ACTION FORM

SUBJECT: FY 2026/27 PEBBLE LIME PURCHASE FOR WATER TREATMENT

BACKGROUND:

Pebble lime is used in the water treatment process to remove water hardness. Approximately 2,900 tons are used annually, and it is the largest chemical cost for the Water Plant. On June 30, the City's existing contract for a supply of lime will expire.

The expiring contract did not include a provision for a renewal, so the contract has been rebid. The invitation to bid contained an option for an extension into FY 2027/28. On April 21, 2026, bids were received as follows:

Bidder	7/1/2026 - 6/30/2027 Price Per Ton	Optional Extension 7/1/2026 - 6/30/2027
Mississippi Lime Company St. Louis, MO	$248.93	$257.93
Graymont Western Lime Inc. West Bend, WI	$251.00	$260.00
Lhoist North America of Missouri, Inc. St. Genevieve, MO	$729.78	No Bid

The low bid of $248.93 per ton for FY 2026/27 represents a decrease of 0.90% compared to the current contract pricing of $251.20 per ton. Staff is recommending approval of the contract with Mississippi Lime Company, St. Louis, Mo. **The FY 2026/27 operating budget estimates 3,300 tons at $268 per ton for a total of $884,400.**

ALTERNATIVES:

1. Award a contract for the purchase of pebble lime in FY 2026/27 to Mississippi Lime Company of St. Louis, MO at a unit price of $248.93 per ton.

2. Determine that another bid is in the best interest of the City and award to that bidder.

3. Reject all bids and attempt to obtain the required supplies on an as-needed basis.

CITY MANAGER'S RECOMMENDED ACTION:

An adequate supply of pebble lime is essential for the established water softening process at the City's Water Treatment Plant. Mississippi Lime Company has demonstrated the ability to dependably provide this product at a competitive rate. The bid price from Mississippi Lime is a decrease from the prior year contract and is below the budgeted unit price. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as described above.

ITEM #:	**21**
DATE:	**05-12-26**
DEPT:	**ELEC**

COUNCIL ACTION FORM

SUBJECT: ELECTRIC POWER PLANT UNIT 8 BATTERY REPLACEMENT

BACKGROUND:

The Power Plant battery system provides reliable backup power for critical plant operations, ensuring functionality during a loss of normal power. The battery system supplies energy to plant control systems, protection relays, breaker trip and control circuits, instrumentation, and emergency shutdown systems, allowing the plant to safely respond to plant power outages and maintain control under all conditions.

Over time, these backup batteries deteriorate due to normal chemical aging, leading to decreased capacity, higher internal resistance, and an increased likelihood of failure when placed under load. Because these issues are often not evident during routine operation, continued use of aging batteries poses significant operational and safety risks. The batteries used to back up Unit 8's systems have reached the end of their lifespan and need to be replaced.

On March 4, 2026, an Invitation to Bid was posted to AmesBids by Purchasing. On April 1, 2026, three bids were received as shown in the table below.

BIDDER	BASE BID	ADD ALTERNATE #1	ADD ALTERNATE #2
Electrorep Energy Products St. Louis, MO	$130,785.81	$9,184.76	$14,325.26
American Power Systems, LLC Kent, WA	$152,172.69	No Bid	$8,397.46
PWR Storage Solutions LLC Dallas, TX	$159,138.73	No Bid	$4,280.00

The base bid includes the supply and installation of replacement batteries, battery accessories, and disposal of the existing batteries. Alternate #1 included the removal and disposal of the existing battery support racking, and installation of replacement battery racking. Alternate #2 included the supply and installation of battery spill containment systems, including containment beds, and absorption and neutralizing pillows.

After evaluating the bids, staff determined that the existing racking system was in good condition. Add Alternate #1 is therefore not recommended for award. Staff determined that the containment systems add an important layer of protection against battery electrolyte leaks or spills, and therefore, staff is recommending awarding Add Alternate #2. The low base bid, together with Add Alternate #2, from Electrorep Energy Products, of St. Louis, MO, is acceptable. The total award amount is $145,111.07.

There is $80,000 budgeted for this project. The $65,111.07 shortfall will be covered from the Unit 8 Equipment Parts and Supplies account where there is savings available due to needing to purchase fewer spare parts than anticipated.

ALTERNATIVES:

1. Award a contract to Electrorep Energy Products, of St. Louis, MO, for Unit 8 Battery Replacement at the Power Plant, including the base bid and add alternate #2, in the amount of $145,111.07 (inclusive of sales tax).

2. Award a contract to another bidder.

3. Do not approve the contract and delay the project.

CITY MANAGER'S RECOMMENDED ACTION:

The backup battery system is critical to safe and reliable power plant operation. Over time, batteries naturally degrade, resulting in reduced capacity, increased internal resistance, and a higher risk of failure under load. Because these failures are often not apparent during normal conditions, reliance on aged batteries introduces significant operational and safety risk, including the potential inability to maintain control during an emergency. Proactive replacement ensures the system will perform as required during critical events, maintaining system reliability, protecting equipment, and supporting overall plant safety. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as described above.

ITEM #:	**22**
DATE:	**05-12-26**
DEPT:	**W&PC**

COUNCIL ACTION FORM

SUBJECT: WATER POLLUTION CONTROL FACILITY THREE-YEAR BIOSOLIDS HAULING CONTRACT

BACKGROUND:

The City of Ames Water Pollution Control Facility (WPCF) produces approximately 30,000 gallons of Class II biosolids each day. Throughout the year, biosolids are stored in the facility's biosolids storage lagoon and secondary digester. Ultimately, these solids are disposed of by land application as fertilizer on City-owned farm ground adjacent the WPCF.

On July 8, 2025, City Council awarded a contract in an amount not-to-exceed $104,687.50 to Wulfekuhle Injection & Pumping of Peosta, Iowa, to complete the first year of a three-year biosolids disposal contract at the WPCF. The contract is renewable annually for up to a total of three years, dependent upon successful performance by the contractor each year. All work under the FY 2025/26 contract was completed to the satisfaction of staff and in accordance with the contract. A total of 3,089,729 gallons of biosolids were land-applied from the digester and lagoon at a final cost of $89,787.65. **Staff is recommending that Council accept completion of the work under the FY 2025/26 contract.**

The bid for FY 2026/27 includes an estimated quantity of three million gallons at a unit cost of $0.0269 per gallon, plus $5,000 for mobilization to the site, for an estimated annual total of $85,700 for lagoon biosolids disposal. **Wulfekuhle provided a uniform bid price that is constant across all three years of the contract with no annual cost escalators.**

Because the work takes place in a very short window each fall, staff is recommending that the award include a not-to-exceed amount that allows for up to a 25% increase in the quantities disposed. The rationale for this unusual step is that it would not be possible to obtain Council approval for a change order on short notice if one was necessary during the fall hauling window. **Staff is recommending that the FY 2026/27 contract be awarded to Wulfekuhle, and that the contract's not-to-exceed amount be for a maximum total of $107,125. The FY 2026/27 operating budget includes $115,000 for this work.**

ALTERNATIVES:

1. a. Accept completion of the FY 2025/26 ("Year One") contract in a final amount of $89,787.65

   b. Award the FY 2026/27 ("Year Two") contract for biosolids disposal to Wulfekuhle Injection & Pumping of Peosta, Iowa, with payment based on the unit prices bid of $5,000 lump sum per mobilization, $0.0269 per gallon for annual lagoon biosolids hauling operations, and $0.10 per gallon for digester cleaning with the total contract amount not to exceed $107,125.

2. Accept completion of Year One, and direct staff to solicit new bids for FY 2026/27.

3. Accept completion of Year One, and direct staff to purchase the equipment necessary to perform the work with City staff.

CITY MANAGER'S RECOMMENDED ACTION:

Disposal of biosolids at the WPC Facility is necessary for uninterrupted operation of the facility and continued permit compliance. Wulfekuhle Injection & Pumping has successfully completed the work required for FY 2025/26. The contract can be renewed for a second year with no increase in the unit pricing. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as described above.

ITEM #:	**23**
DATE:	**05-12-26**
DEPT:	**FLEET**

COUNCIL ACTION FORM

SUBJECT: PURCHASE OF SEWER CAMERA SYSTEM FOR PUBLIC WORKS UTILITY MAINTENANCE

BACKGROUND:

Public Works Utility Maintenance has a current sewer televising system that has reached the end of its planned lifecycle and is due for replacement. During discussions with Fleet and Public Works staff, it was suggested that the replacement equipment should be upgraded and meet future high-definition abilities to take advantage of artificial intelligence (AI), which could reduce the amount of staff time necessary in identifying defects and service connections.

Another consideration is having the ability to repair the equipment locally and provide parts to the camera system, which is not currently available for the existing camera system. The camera system is subject to severe conditions and requires continuous maintenance and replacement parts.

Staff considered these needs and determined that the best camera system to meet the current, future, and repair needs is the IBAK camera system. This camera system includes several features not available on other major camera systems, including a fiber optic cable to the camera, allowing for 4K imagery capture. The fiber optic cable also allows for further reach than the traditional cable on other camera systems. Additionally, the IBAK camera system has a reel with a power winch that is synchronized with the tractor to prevent cable damage.

Specifying these items would limit vendors who can meet the specifications to one vendor. Staff approached Armor Equipment to see if there was a cooperative contract to obtain the best value on the camera system. The IBAK camera system is on the national Sourcewell contract with a 4% discount off the listed price. The final price if Council approves this request is $206,985.

Replacement funds in the amount of $213,324 are available for this purchase at the time of delivery.

ALTERNATIVES:

1. Waive the Purchasing Policies and Procedures requirement for competitive bids and award a contract to Armor Equipment Co., Inc., of Johnston, IA, for the purchase of a sewer camera system in the amount of $206,985.

2. Do not approve the purchase.

CITY MANAGER'S RECOMMENDED ACTION:

Approving this contract to obtain the camera system gives Public Works - Utility Maintenance a quality camera at the best value. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1 as described above.

ITEM #:	**24**
DATE:	**05-12-26**
DEPT:	**FLEET**

COUNCIL ACTION FORM

SUBJECT: PURCHASE OF SIX SEMI-TRUCKS FOR RESOURCE RECOVERY FOR THE NEW R3C

BACKGROUND:

With the anticipated opening of the Resource Recovery Recycling Campus (R3C) in 2027, the City needs to purchase semi-trucks to haul refuse to the Carroll County Landfill and recyclable materials to a material recovery facility. It is estimated that over 65,000 tons of materials will need to be transported each year, resulting in over 2,600 truck trips annually. These will be the first semi-trucks the City purchases for hauling in this continuous, heavy-duty capacity.

Staff from Resource Recovery and Fleet discussed the purchase of the trucks and determined that the best value would be obtained by using a cooperative contract to purchase the semi-trucks from International Trucks. There are a number of reasons to use a cooperative contract versus obtaining competitive bids. It is imperative that the trucks run as much as possible and can use B100 to meet the City's sustainability goals. The proposed semi-trucks are International brand with the local dealership being Ascendence Truck Centers located in Altoona, IA. There is also an Ascendence dealership in Carroll, Iowa, where the refuse will be hauled. This will reduce the amount of towing back to Des Moines and allow the trucks to be repaired at an authorized dealership near the new landfill if issues arise during operations.

International trucks and specifically Ascendance Truck Centers have been involved in installing the Optimus B100 system on the City's existing snowplow trucks. The B100 system will be installed by Ascendance and does not require the City to install the system after the truck is delivered. International trucks also use a Cummins engine, which is the engine in all the snowplow trucks that use B100. Fleet Services staff is familiar with maintaining, diagnosing, and repairing Cummins engines. The Cummins engine also allows for the easy acquisition of parts, and can be worked on by any authorized heavy truck repair center. Coordinating these efforts under one vendor will provide for less downtime, which is an advantage for the operations of the new R3C.

In the financial model prepared for the R3C it was assumed that the trucks would achieve a fuel efficiency of 7.0 miles per gallon, resulting in the consumption of 303,680 gallons in the first full calendar year of operation. It is estimated that the International trucks selected will achieve this fuel efficiency based on the anticipated operations. However, semi truck vendors will not provide official estimates of fuel mileage as it is impacted by drivers, speed, weather, and weight of loads.

The cost for the trucks is established through a national cooperative contract with Sourcewell of Staples, MN. The State of Iowa purchases from International through the same contract. The cost for each truck would be $205,064, including selected options

and an extended 5-year, 400,000-mile engine warranty. Per the Sourcewell contract, this purchase price provides a 49.5% discount off the listed price. The City would be purchasing six trucks for a total of $1,230,384. This purchase will expedite the delivery to the City to have the trucks by winter of this year to ensure readiness to haul refuse as soon as it is possible to do so.

Funding for this purchase comes from the 2026/27 Resource Recovery and Recycling Campus Mobile Equipment Capital Improvements Project. This project contains $2,340,000 in contributions from the Electric Fund due to savings realized in operational expenses at the Power Plant once transfer operations begin and waste-to-energy operations cease.

The procurement of the transfer trailers will proceed utilizing traditional bidding methods. Results will be brought to City Council for review and approval at a future meeting. In addition, staff is pursuing the purchase of a used "yard truck" that will be used to move trailers around the R3C site and haul them to Fleet Services for repairs.

ALTERNATIVES:

1. Waive the Purchasing Policies and Procedures requirement for competitive bids and award a contract to Ascendance Trucks Midwest of Altoona, IA, for the purchase of six semi-trucks in the amount of $1,230,384.

2. Do not approve the purchase.

CITY MANAGER'S RECOMMENDED ACTION:

Approving this contract to obtain the six semi-trucks will allow for the R3C to have reliable, sustainable semi-trucks in time for the beginning of hauling operations. Staff believes the proposed trucks and procurement approach will suit the needs of Resource Recovery and Fleet Services staff as this new operation begins. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1 as described above.

ITEM #:	**25**
DATE:	**05-12-26**
DEPT:	**PW**

COUNCIL ACTION FORM

SUBJECT: RESOURCE RECOVERY AND RECYCLING CAMPUS TREE AND BRUSH REMOVAL

BACKGROUND:

The Resource Recovery and Recycling Campus (R3C) project represents a new method for handling solid waste, recycling, and yard waste for the City of Ames and partner agencies. This project includes the construction of a new transfer station to receive, process, and transport solid waste to the City's new landfill partner in Carroll County. Additionally the project will include a receiving area for recyclables that will then be transported to a material recovery facility and an area for yard waste collection.

The new R3C facility will be located at 220 Freel Drive. In advance of bidding and construction activities, City staff solicited quotes in January 2027 for removal of trees and vegetation on the site. A contract was awarded to J. Pettiecord, Inc. of Bondurant, IA in the amount of $27,450. One change order, in the amount of $5,250, was administratively approved by staff to include additional tree clearing along Freel Drive.

The site clearing was completed just as the final design of the R3C project was being prepared for bidding. This timing was necessary due to the accelerated timeframe in which the project design was performed in order to facilitate an early spring construction. As such, the impacts at the very edges of the R3C site were not immediately clear and staff made its best estimate as to which trees required removal and which would be able to stay.

Now that construction activities have commenced at the R3C site, formal project layout and survey activities have indicated a line of trees and brush along the eastern edge of the R3C property that need to be removed in order for construction to continue. This work is represented as Change Order No. 2 in the amount of $13,900 and will be performed by J. Pettiecord, Inc of Bondurant, IA. Because this change order amount is over 20% of the original purchase order, City Council approval is necessary.

A revised project budget is provided below:

Budgeted Revenues		**Budgeted Expenses**	
Revenue Abated G.O. Bonds	$22,006,730	Land Acquisition (220, 306, 312, 318, 400 Freel Drive)	$1,077,500
Fleet Services Reserve Fund	425,000	Due Diligence prior to closing	15,465
FY 2025/26 Stormwater Quality Improvements CIP	159,077	Conceptual Design and Financial Modeling	50,000
Electric Services Rebate	3,000	Final Design	965,715

Solid Waste Alternatives Program (SWAP) Grants	100,000	Final Design Contingency	75,000
		Permitting	38,000
		Construction Contracts (as bid)	$19,619,767
		Previously approved change orders	(1,627,770.97)
		Construction Incentives	100,000
		Items by Owner (FFE/Cameras/Fiber Network/**Tree Clearing**) (**This Council Action)**	**266,600**
		Construction Contingency	428,598
		Construction Inspection (est)	228,760
		Construction Manager Fee (Fixed fees plus 2.25% of contract amounts)	952,860
		Construction Manager General Conditions Costs (est.)	448,000
R3C Construction Revenue Subtotal	**$22,693,807**	**R3C Construction Subtotal**	**$22,638,494.03**
Electric Utility Fund	$2,340,000	Mobile Equipment (transfer trucks and trailers)	$2,340,000
G.O. Bonds	$975,000		
Unobligated G.O. Bonds	225,000		
Water Utility Fund	40,000	Freel Drive Paving (as bid + contract admin)	$1,102,310
Total Project Revenues	**$26,273,807**	**Total Project Expenses**	**$26,080,804.03**

ALTERNATIVES:

1. Approve Change Order No. 2 with J. Pettiecord, Inc. of Bondurant, IA in the amount of $13,900.

2. Direct staff to pursue other alternatives to remove the trees and brush.

CITY MANAGER'S RECOMMENDED ACTION:

Removal of the additional trees and brush is necessary to continue with site development for the construction of the R3C project. Approval of the change order will allow this work to occur and keep the project on schedule for an opening in spring 2027. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative 1, as described above.

ITEM #:	**26**
DATE:	**05-12-26**
DEPT:	**FIN**

COUNCIL ACTION FORM

SUBJECT: **FINAL AMENDMENT TO FY 2025/26 BUDGET**

BACKGROUND:

The City's annual budget is modified several times during the year to account for changes from the revenues and expenditures that were anticipated at the time the budget was adopted. The final amendment allows the City to modify the annual budget one final time before the end of the fiscal year. Typically, adjustments made through final amendments include: new grants/funding sources, modifications to CIP schedules or costs, material programmatic changes, and other significant changes in revenues/expenses.

The deadline to adopt a final amendment to the FY 2025/26 budget is May 31. A public hearing must be held prior to adoption of the final amendment. Staff is proposing that the City Council hold the public hearing for the final amendments for FY 2025/26 during the regularly scheduled City Council meeting on May 26, 2026.

ALTERNATIVES:

1. Adopt a resolution establishing May 26, 2026, as the date of the public hearing on the final amendments to the FY 2025/26 Budget.

2. Delay the hearing and resolution.

CITY MANAGER'S RECOMMENDED ACTION:

The final budget amendment is the last opportunity to modify the adopted City budget to account for changes since the time the budget was adopted. A public hearing is required by State law in order to proceed with the final amendment to the FY 2025/26 City budget. Therefore, it is the recommendation of the City Manager that the City Council approve Alternative No. 1, as described above.

ITEM #:	**27**
DATE:	**05-12-26**
DEPT:	**PW**

COUNCIL ACTION FORM

SUBJECT: FY 2026/27 AIRPORT ENTRYWAY IMPROVEMENT (SOUTH PARKING LOT EXPANSION)

BACKGROUND:

The Capital Improvements Plan (CIP) includes the FY 2026/27 Airport Entryway Improvements program, which provides for expansion of paved parking areas and related access improvements at the James Herman Banning Ames Municipal Airport. This phase focuses on development of the southern portion of the planned parking expansion to address existing parking demand. This is the first phase of a multi-phase parking expansion program. Future phases will expand the northern portion of the parking area as shown on the attached Project Overview Map.

Due to current uncertainties at the federal level, including past federal government shutdowns, the pending expiration of Infrastructure Investment and Jobs Act (IIJA) funding authorizations, and the high volume of projects being administered by the Federal Aviation Administration (FAA) Central Region, this project has been placed on an accelerated schedule to meet federal funding deadlines. To maintain eligibility for federal funding, Bolton & Menk proceeded with preparation of plans and specifications at its own risk prior to formal approval of Task Order #8.

The engineering services performed to date have been completed in accordance with FAA standards and City of Ames requirements, consistent with all federally funded airport projects. **Staff received authorization to bid on May 1, which represents the FAA's concurrence that the design meets all applicable requirements. The bid timeframe is very short in order to meet federal funding deadlines for eligibility for reporting and grant reimbursement opportunities thru the FAA.**

The Engineer's Opinion of Probable Cost (OPC) for construction is approximately $549,000. The project will be bid with a base bid and may include alternate bid items to provide flexibility depending on bid results and maximize the use of available grant funding.

The FY 2026/27 CIP anticipates $560,000 in federal grant participation for this phase of the project. **Based on current FAA grant programming, the City now anticipates receiving $584,000 in federal funding, which exceeds the amount identified in the CIP. This additional federal participation will reduce reliance on local funding for this phase of the project.**

The table below summarizes the revenues and expenses for this phase of the project:

Revenues		Expenses	
General Obligation Bonds	$140,000	Administration and Independent Fee Evaluation	$4,750
Federal Aviation Administration Grant (AIG)	$584,000	Design and Construction Administration/Inspection Services	$144,800
		Construction (Estimated) (This Council Action)	**$549,000**
Total Revenues	**$724,000**	**Total Expenses**	**$698,550**

The difference between total revenues and expenses provides a contingency to address potential bid variability and construction-related adjustments.

ALTERNATIVES:

1. Approve the plans and specifications for the FY 2026/27 Airport Entryway Improvement (South Parking Lot Expansion) project and establish the May 28, 2026 as the bid due date and June 9, 2026 as the public hearing for report of bids.

2. Direct staff to make changes to the project.

CITY MANAGER'S RECOMMENDED ACTION:

The Airport Parking Lot Improvements project will enhance safety, reduce foreign object debris risks, and improve the overall functionality and appearance of the airport by reducing the use of granular and turf areas for parking. This project represents an important phase of the City's long-term airport development strategy. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as noted above.

ATTACHMENT(S):
Authorization to Bid
Project Overview Map
Ames-Airport-Parking Lot-Project Plans.pdf
Ames-Airport-Parking Lot-EOPC.pdf

U.S. Department
of Transportation

Federal Aviation Administration

Central Region
Iowa, Kansas, Missouri, Nebraska

1100 Main St. Suite 800
Kansas City, MO 64105

May 1, 2026

Mr. Damion Pregitzer
Traffic Engineer
City of Ames
515 Clark Avenue
Ames, IA 50010

Re: Ames Municipal Airport (AMW); Ames, IA
Potential Grant No. 3-19-0004-035
Construct Parking Lot

Subject: Concurrence to Advertise for Bids

Dear Mr. Pregitzer:

Safety Plan
A Construction Safety & Phasing Plan (CSPP) is not required for this project.

Concurrence to Advertise for Bids
After you have incorporated the attached comments and submitted written responses to our comments, you may advertise the project. We are open to discussion regarding any comments you do not understand or with which you disagree.

Our review does not relieve you, the Sponsor, or your Engineer of the responsibility for the accuracy, completeness, and technical content of the plans and specifications.

What you need to submit now

- An annotated copy of the review comments, indicating how each comment was addressed (if you have not done so already).
- One copy of the As-bid advertised Plans, Specifications, and Final Engineer's Report.
- Draft Engineering Agreement for Construction Observation Services for review, if applicable.

What you need to submit after you open bids

- Consultant Evaluation of Bids
- Sponsor Recommendation for Award of the Construction Contract
- Bid Tabulation
- Buy American Certification Form
- Proposal of the Successful Bidder (Proposal Form, DBE Forms, etc.)
- List of DBE subcontractors including each DBE's name, phone number, the dollar amount and nature of their work, and evidence of when and by whom they were last certified (their current DBE certification)

What we will do next

Upon receipt of the above information we will be in a position to evaluate the bids and offer our concurrence in award. Please note that any construction contract awards made prior to receipt of our letter could jeopardize Federal participation in the project.

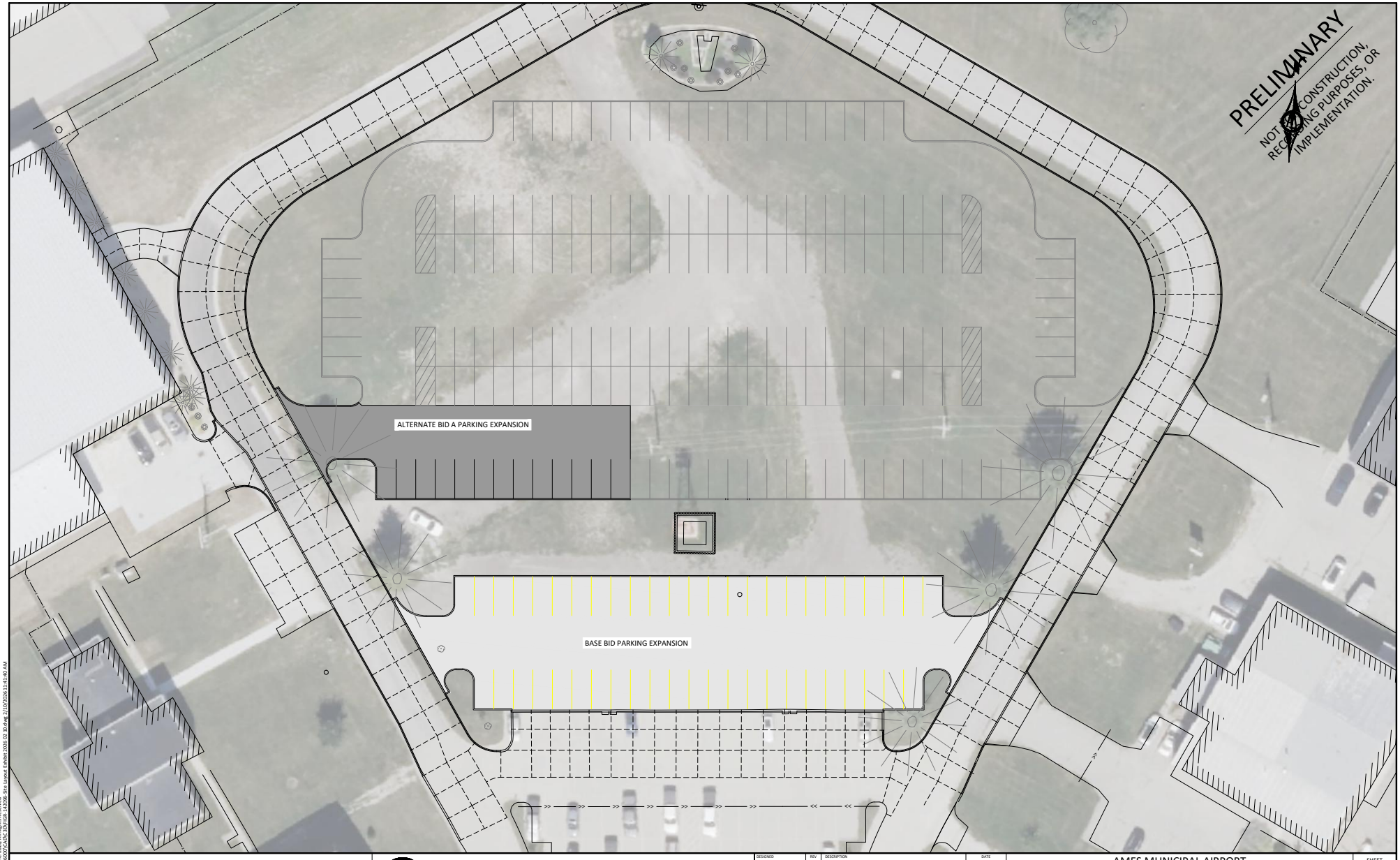
Questions

If you have any questions, please contact me at (816) 329-2628 or ryan.m.dametz@faa.gov.

Sincerely,



Ryan DaMetz, P.E.
State Airport Engineer - Iowa



PRELIMINARY

NOT FOR CONSTRUCTION, RECORDING PURPOSES, OR IMPLEMENTATION.

HORZ. 0 20 40
SCALE FEET

BOLTON & MENK
1519 BALTIMORE DRIVE
AMES, IA 50010
Phone: (515) 233-6100
Email: Ames@bolton-menk.com
www.bolton-menk.com

DESIGNED	REV	DESCRIPTION	DATE
DRAWN	A	30%	1/28/26
CHECKED			
CLIENT PROJ. NO. 26X.142096.000			

AMES MUNICIPAL AIRPORT
PARKING LOT EXPANSION
EXHIBIT III - SITE LAYOUT EXHIBIT

SHEET 1

© Bolton & Menk, Inc. 2026. All Rights Reserved
I:\AMES\Docs\142096\00\CAD_ISSUE\142096-Site Layout Exhibit 2026-01-30.dwg, 1/28/2026 11:41:40 AM

AMES MUNICIPAL AIRPORT

CONSTRUCTION PLANS FOR

PARKING LOT IMPROVEMENTS

AIP NO. 3-19-0004-035-2026
OWNER PROJECT NUMBER: TBD
APRIL 2026

GOVERNING SPECIFICATIONS

THE 2026 EDITION OF THE "IOWA STATEWIDE URBAN SPECIFICATIONS FOR PUBLIC IMPROVEMENTS" AND CITY OF 2026 SPECIFICATIONS.

MUTCD 2009 AS ADOPTED BY IOWA DEPARTMENT OF TRANSPORTATION.

ALL APPLICABLE FEDERAL, STATE, AND LOCAL LAWS AND ORDINANCES WILL BE COMPLIED WITHIN THE CONSTRUCTION OF THIS PROJECT.

IOWA ONE CALL
1-800-292-8989 | 811
www.iowaonecall.com

NOTE: EXISTING UTILITY INFORMATION SHOWN ON THIS PLAN HAS BEEN PROVIDED BY THE UTILITY OWNER. THE CONTRACTOR SHALL FIELD VERIFY EXACT LOCATIONS PRIOR TO COMMENCING CONSTRUCTION AS REQUIRED BY STATE LAW. NOTIFY IOWA ONE CALL 1-800-292-8989 OR 811

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D UNLESS OTHERWISE NOTED. THIS UTILITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-22, ENTITLED "STANDARD GUIDELINE FOR INVESTIGATING AND DOCUMENTING EXISTING UTILITIES".

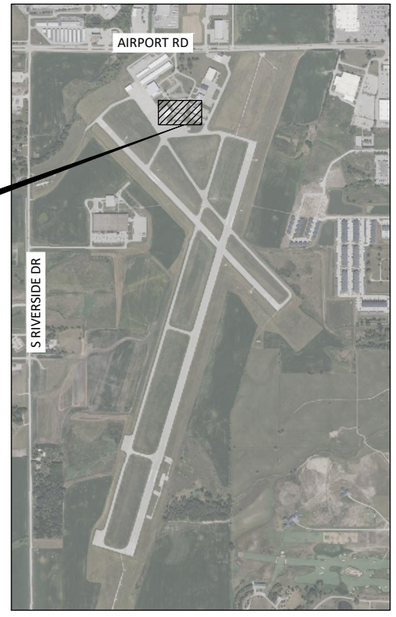
PROJECT LOCATION

MAP OF THE
AMES MUNICIPAL AIRPORT
STORY COUNTY, IA

0 2000 4000
SCALE FEET



STORY COUNTY, IA



INDEX OF SHEETS

SHEET NUMBER	SHEET TITLE
A.01	TITLE SHEET
A.02	LEGEND
B.01	TYPICAL DETAILS
C.01	QUANTITIES & ESTIMATE REFERENCE NOTES
C.02	ESTIMATE REFERENCE NOTES
C.03	ESTIMATE REFERENCE NOTES
D.01	OVERALL GRADING PLAN - BASE BID
D.02	OVERALL GRADING PLAN - ALTERNATE BID A
E.01	DETAILED GRADING - BASE BID
E.02	DETAILED GRADING - BASE BID
E.03	DETAILED GRADING - ALTERNATE BID A
E.04	DETAILED GRADING - ALTERNATE BID A
F.01	EXISTING CONDITIONS AND REMOVALS
G.01	SITE LAYOUT & CONTROL
J.01	CONSTRUCTION SAFETY
L.01	JOINTING - BASE BID
L.02	JOINTING - BASE BID
L.03	JOINTING - ALTERNATE BID A
M1.01	STORM SEWER PLAN & PROFILE
M1.02	STORM SEWER PLAN & PROFILE
N.01	PAVEMENT MARKINGS
R.01	EROSION CONTROL

PROJECT CONTACTS			
	NAME	PHONE	EMAIL
BMI PROJECT MANAGER	JOE ROENFELDT	(515) 240-4329	JOE.ROENFELDT@BOLTON-MENK.COM
BMI PROJECT ENGINEER	GARRETT JACOBS	(563) 349-7180	GARRETT.JACOBS@BOLTON-MENK.COM
AIRPORT MANAGER / SPONSOR CONTACT	DAMION PREGITZER	(515) 239-5275	DAMION.PREGITZER@CITYOFAMES.ORG
AIRPORT OPERATIONS	NIKKI KYLE	(515) 450-6010	NIKKI@CENTRALIOWAAIR.COM
PRIME CONTRACTOR			
SUBCONTRACTOR(S)			

LICENSED PROFESSIONAL ENGINEER
JOESEPH P. ROENFELDT 21134
IOWA

I HEREBY CERTIFY THAT THIS ENGINEERING DOCUMENT WAS PREPARED BY ME OR UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF IOWA.

JOESEPH P. ROENFELDT, P.E.

LICENSE NUMBER: 21134 DATE: 05/07/2026

MY LICENSE RENEWAL DATE IS DECEMBER 31, 2027

PAGES OR SHEETS COVERED BY THIS SEAL:

ALL SHEETS

©Bolton & Menk, Inc. 2026. All Rights Reserved
H:\AMES\26X142096000\CAD\C3D\142096A01.dwg 5/6/2026 5:59:02 PM

BOLTON & MENK
1519 BALTIMORE DRIVE
AMES, IA 50010
Phone: (515) 233-6100
Email: Ames@bolton-menk.com
www.bolton-menk.com

CITY OF ames

DESIGNED	TJN
DRAWN	TJN
CHECKED	GTJ
CLIENT PROJ. NO.	26X.142096.000

REV	DESCRIPTION	DATE

AMES MUNICIPAL AIRPORT
PARKING LOT IMPROVEMENTS
TITLE SHEET

SHEET
A.01

EXISTING TOPOGRAPHIC SYMBOLS

- ACCESS GRATE
- AIR CONDITION UNIT
- ANTENNA
- AUTO SPRINKLER CONNECTION
- BARRICADE PERMANENT
- BASKETBALL POST
- BENCH
- BIRD FEEDER
- BOLLARD
- BUSH
- CATCH BASIN RECTANGULAR CASTING
- CATCH BASIN CIRCULAR CASTING
- CURB STOP
- CLEAN OUT
- CULVERT END
- DRINKING FOUNTAIN
- DOWN SPOUT
- ELECTRIC CAR CHARGE STATION
- FILL PIPE
- FIRE HYDRANT
- FLAG POLE
- FLARED END / APRON
- FUEL PUMP
- GRILL
- GUY WIRE ANCHOR
- HANDHOLE
- HANDICAP SPACE
- IRRIGATION SPRINKLER HEAD
- IRRIGATION VALVE BOX
- LIFT STATION CONTROL PANEL
- LIFT STATION
- LIGHT POLE
- MAILBOX
- MANHOLE-COMMUNICATION
- MANHOLE-ELECTRIC
- MANHOLE-GAS
- MANHOLE-HEAT
- MANHOLE-RECLAIMED WATER
- MANHOLE-SANITARY SEWER
- MANHOLE-STORM SEWER
- MANHOLE-UTILITY
- MANHOLE-WATER
- METER
- DRIVE-THRU MICROPHONE
- PARKING METER
- PAVEMENT MARKING
- PEDESTAL-COMMUNICATION
- PEDESTAL-ELECTRIC
- PEDESTRIAN PUSH BUTTON
- PICNIC TABLE
- POLE-UTILITY
- POST
- RAILROAD SIGNAL POLE
- REGULATION STATION GAS
- SATELLITE DISH
- SIGN TRAFFIC
- SIGNAL CONTROL CABINET
- SOIL BORING
- SIREN
- TELEPHONE BOOTH
- TILE INLET
- TILE OUTLET
- TILE RISER
- TRANSFORMER-ELECTRIC
- TREE-CONIFEROUS
- TREE-DEAD
- TREE-DECIDUOUS
- TREE STUMP
- TRAFFIC ARM BARRIER
- TRAFFIC SIGNAL
- TRASH CAN
- UTILITY MARKER
- VALVE
- VALVE POST INDICATOR
- VALVE VAULT
- VAULT
- VENT PIPE
- WATER SPIGOT
- WELL
- WETLAND DELINEATED MARKER
- WETLAND
- WET WELL
- YARD HYDRANT

PROPOSED TOPOGRAPHIC SYMBOLS

- CLEANOUT
- MANHOLE
- LIFT STATION
- STORM SEWER CIRCULAR CASTING
- STORM SEWER RECTANGULAR CASTING
- STORM SEWER FLARED END / APRON
- STORM SEWER OUTLET STRUCTURE
- STORM SEWER OVERFLOW STRUCTURE
- CURB BOX
- FIRE HYDRANT
- WATER VALVE
- WATER REDUCER
- WATER BEND
- WATER TEE
- WATER CROSS
- WATER SLEEVE
- WATER CAP / PLUG
- RIP RAP
- DRAINAGE FLOW
- TRAFFIC SIGNS

SURVEY SYMBOLS

- BENCHMARK LOCATION
- CONTROL POINT
- MONUMENT FOUND
- CAST IRON MONUMENT
- STONE MONUMENT

EXISTING TOPOGRAPHIC LINES

- RETAINING WALL
- FENCE
- FENCE-DECORATIVE
- GUARD RAIL
- TREE LINE
- BUSH LINE

SURVEY LINES

- CONTROLLED ACCESS
- BOUNDARY
- CENTERLINE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- EXISTING LOT LINE
- PROPOSED LOT LINE
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- SETBACK LINE
- SECTION LINE
- QUARTER LINE
- SIXTEENTH LINE
- TEMPORARY EASEMENT

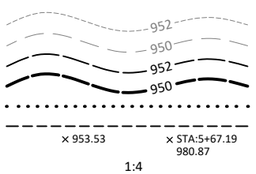
EXISTING UTILITY LINES

- FORCEMAIN
- SANITARY SEWER
- SANITARY SERVICE
- STORM SEWER
- STORM SEWER DRAIN TILE
- WATERMAIN
- WATER SERVICE
- RECLAIMED WATER

PROPOSED UTILITY LINES

- FORCEMAIN
- SANITARY SEWER
- SANITARY SERVICE
- STORM SEWER
- STORM SEWER DRAIN TILE
- WATERMAIN
- WATER SERVICE
- PIPE CASING
- TRENCHLESS PIPE (PLAN VIEW)
- TRENCHLESS PIPE (PROFILE VIEW)

GRADING INFORMATION



- EXISTING CONTOUR MINOR
- EXISTING CONTOUR MAJOR
- PROPOSED CONTOUR MINOR
- PROPOSED CONTOUR MAJOR
- PROPOSED GRADING LIMITS / SLOPE LIMITS
- PROJECT LIMITS
- PROPOSED SPOT ELEVATION
- RISE:RUN (SLOPE)

EXISTING PRIVATE UTILITY LINES

NOTE:
EXISTING UTILITY INFORMATION SHOWN ON THIS PLAN HAS BEEN PROVIDED BY THE UTILITY OWNER. THE CONTRACTOR SHALL FIELD VERIFY EXACT LOCATIONS PRIOR TO COMMENCING CONSTRUCTION AS REQUIRED BY STATE LAW. NOTIFY GOPHER STATE ONE CALL, 1-800-252-1166 OR 651-454-0002.

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D UNLESS OTHERWISE NOTED. THIS UTILITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-22, ENTITLED "STANDARD GUIDELINE FOR INVESTIGATING AND DOCUMENTING EXISTING UTILITIES".

- UNDERGROUND FIBER OPTIC
- UNDERGROUND ELECTRIC
- UNDERGROUND GAS
- UNDERGROUND COMMUNICATION
- OVERHEAD ELECTRIC
- OVERHEAD COMMUNICATION
- OVERHEAD UTILITY

UTILITIES IDENTIFIED WITH A QUALITY LEVEL :

LINE TYPES FOLLOW THE FORMAT: UTILITY TYPE - QUALITY LEVEL
EXAMPLE: G-A G-A UNDERGROUND GAS, QUALITY LEVEL A
UTILITY QUALITY LEVEL (A,B,C,D) DEFINITIONS CAN BE FOUND IN CI/ASCE 38-22.

UTILITY QUALITY LEVELS:

QUALITY LEVEL D: PROVIDES THE MOST BASIC LEVEL OF INFORMATION. IT INVOLVES COLLECTING DATA FROM EXISTING UTILITY RECORDS. RECORDS MAY INCLUDE AS-BUILT DRAWINGS, DISTRIBUTION AND SERVICES MAPS, EXISTING GEOGRAPHIC INFORMATION SYSTEM DATABASES, CONSTRUCTION PLANS, ETC.

QUALITY LEVEL C: INVOLVES SURVEYING VISIBLE SUBSURFACE UTILITY STRUCTURES SUCH AS MANHOLES, HAND-HOLES, UTILITY VALVES AND METERS, FIRE HYDRANTS, PEDESTALS AND UTILITY MARKERS, AND THEN CORRELATING THE INFORMATION WITH EXISTING UTILITY RECORDS TO CREATE COMPOSITE DRAWINGS. INCLUDES QUALITY LEVEL D ACTIVITIES.

QUALITY LEVEL B: INVOLVES DESIGNATING THE HORIZONTAL POSITION OF SUBSURFACE UTILITIES THROUGH SURFACE DETECTION METHODS AND COLLECTING THE INFORMATION THROUGH A SURVEY METHOD. INCLUDES QUALITY LEVEL C AND D TASKS.

QUALITY LEVEL A: PROVIDES THE HIGHEST LEVEL OF ACCURACY. IT INVOLVES LOCATING OR POTHOLING UTILITIES AS WELL AS ACTIVITIES IN QUALITY LEVELS B, C, AND D. THE LOCATED FACILITY INFORMATION IS SURVEYED AND MAPPED AND THE DATA PROVIDES PRECISE PLAN AND PROFILE INFORMATION.

ABBREVIATIONS

A	ALGEBRAIC DIFFERENCE	GRAV	GRAVEL	RSC	RIGID STEEL CONDUIT
ADJ	ADJUST	GU	GUTTER	RT	RIGHT
ALT	ALTERNATE	GV	GATE VALVE	SAN	SANITARY SEWER
B-B	BACK TO BACK	HDPE	HIGH DENSITY POLYETHYLENE	SCH	SCHEDULE
BIT	BITUMINOUS	HH	HANDHOLE	SERV	SERVICE
BLDG	BUILDING	HP	HIGH POINT	SHLD	SHOULDER
BMP	BEST MANAGEMENT PRACTICE	HWL	HIGH WATER LEVEL	STA	STATION
BR	BEGIN RADIUS	HYD	HYDRANT	STD	STANDARD
BV	BUTTERFLY VALVE	I	INVERT	STM	STORM SEWER
CB	CATCH BASIN	K	CURVE COEFFICIENT	TC	TOP OF CURB
C&G	CURB AND GUTTER	L	LENGTH	TE	TEMPORARY EASEMENT
CIP	CAST IRON PIPE	LO	LOWEST OPENING	TEMP	TEMPORARY
CIPP	CURED-IN-PLACE PIPE	LP	LOW POINT	TNH	TOP NUT HYDRANT
CL	CENTER LINE	LT	LEFT	TP	TOP OF PIPE
CL.	CLASS	MAX	MAXIMUM	TYP	TYPICAL
CLVT	CULVERT	MH	MANHOLE	VCP	VITRIFIED CLAY PIPE
CMP	CORRUGATED METAL PIPE	MIN	MINIMUM	VERT	VERTICAL
C.O.	CHANGE ORDER	MR	MID RADIUS	VPC	VERTICAL POINT OF CURVE
COMM	COMMUNICATION	NIC	NOT IN CONTRACT	VPI	VERTICAL POINT OF INTERSECTION
CON	CONCRETE	NMC	NON-METALLIC CONDUIT	VPT	VERTICAL POINT OF TANGENT
CSP	CORRUGATED STEEL PIPE	NTS	NOT TO SCALE	WM	WATERMAIN
DIA	DIAMETER	NWL	NORMAL WATER LEVEL		
DIP	DUCTILE IRON PIPE	OHW	ORDINARY HIGH WATER LEVEL		
DWY	DRIVEWAY	PC	POINT OF CURVE	AC	ACRES
E	EXTERNAL CURVE DISTANCE	PCC	POINT OF COMPOUND CURVE	CF	CUBIC FEET
ELEC	ELECTRIC	PE	PERMANENT EASEMENT	CV	COMPACTED VOLUME
ELEV	ELEVATION	PED	PEDESTRIAN, PEDESTAL	CY	CUBIC YARD
EOF	EMERGENCY OVERFLOW	PERF	PERFORATED PIPE	EA	EACH
ER	END RADIUS	PERM	PERMANENT	EV	EXCAVATED VOLUME
ESMT	EASEMENT	PI	POINT OF INTERSECTION	LB	POUND
EX	EXISTING	PL	PROPERTY LINE	LF	LINEAR FEET
FES	FLARED END SECTION	PRC	POINT OF REVERSE CURVE	LS	LUMP SUM
F-F	FACE TO FACE	PT	POINT OF TANGENT	LV	LOOSE VOLUME
FF	FINISHED FLOOR	PVC	POLYVINYL CHLORIDE PIPE	SF	SQUARE FEET
F&I	FURNISH AND INSTALL	PVMT	PAVEMENT	SV	STOCKPILE VOLUME
FM	FORCEMAIN	R	RADIUS	SY	SQUARE YARD
FO	FIBER OPTIC	R/W	RIGHT-OF-WAY		
F.O.	FIELD ORDER	RCP	REINFORCED CONCRETE PIPE		
GRAN	GRANULAR	RET	RETAINING		

© Bolton & Menk, Inc. 2026. All Rights Reserved
H:\AMES\26X142096000\CAD\C3D\142096A01.dwg, 5/6/2026 5:59:02 PM

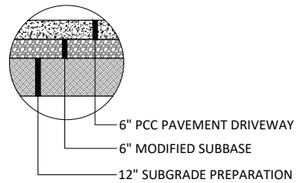
BOLTON & MENK
1519 BALTIMORE DRIVE
AMES, IA 50010
Phone: (515) 233-6100
Email: Ames@bolton-menk.com
www.bolton-menk.com

CITY OF ames

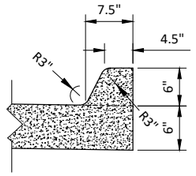
DESIGNED	REV	DESCRIPTION	DATE
TJN			
DRAWN			
TJN			
CHECKED			
GTJ			
CLIENT PROJ. NO.			
26X.142096.000			

AMES MUNICIPAL AIRPORT
PARKING LOT IMPROVEMENTS
LEGEND

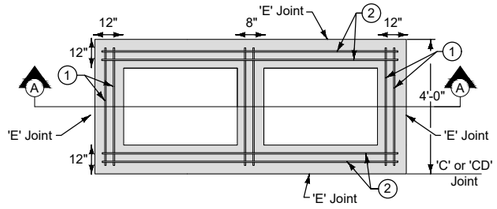
SHEET
A.02



1 DRIVEWAY AND PARKING PCC PAVEMENT SECTION

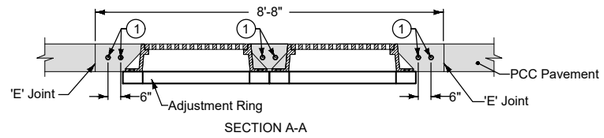


2 FULL HEIGHT CURB



(1) 3 foot 8 inch (typ.) #4 bar. Place at mid-slab.

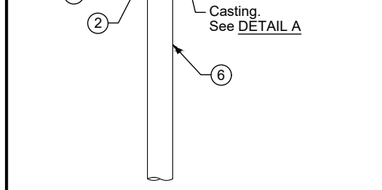
(2) 8 foot 4 inch (typ.) #4 bar. Place at mid-slab.



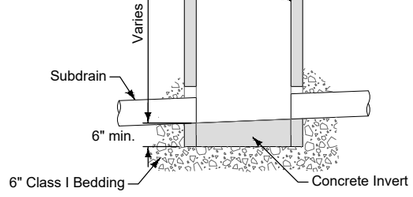
3 INTAKE BOXOUT (NTS)
FOR DOUBLE SUDAS SW-604 GRATE TYPE 6

LIST OF APPLICABLE SUDAS FIGURES MAY INCLUDE BUT ARE NOT LIMITED TO THE FOLLOWING.

STANDARD SUDAS DETAILS USE BY REFERENCE				
Figure No.	Iowa DOT SRP	Figure Title	Last Revised	Sheets
2010.101	----	Details of Embankments and Rebuilding Embankments	10/21/2014	1
3010.101	SW-101	Trench Bedding and Backfill Zones	4/17/2018	1
3010.102	SW-102	Rigid Gravity Pipe Trench Bedding	4/20/2021	2
3010.103	SW-103	Flexible Gravity Pipe Trench Bedding	4/20/2021	1
3010.901	----	Sewer Pipe Suport Over Existing Utility Line	10/21/2014	1
4020.211	SW-211	Storm Sewer Pipe Connections	4/17/2018	1
4040.231	----	Subdrains	10/21/2014	1
4040.232	----	Subdrain Cleanouts	MODIFIED	1
6010.401	SW-401	Circular Storm Sewer Manhole	4/20/2021	1
6010.512	SW-512	Circular Area Intake	4/21/2020	2
6010.514	SW-514	Boxout for Grate Intakes	4/17/2018	3
6010.602	SW-602	Castings for Storm Sewer Manholes	4/21/2020	3
6010.603	SW-603	Castings for Grate Intakes	10/16/2018	2
6010.604	SW-604	Castings for Area Intakes	4/21/2020	2
7010.101	PV-101	Joints	1/1/2026	8
7010.102	PV-102	PCC Curb Details	4/21/2020	2
7010.103	PV-103	Manholes in Boxouts in PCC Pavement	4/19/2022	1
7030.101	----	Concrete Driveway, Type A	2022 Edition	1
7040.107	----	Utility Core Hore Repair	2021 Edition	1
8030.101	----	Temporary Traffic Control General Information	10/17/2017	1
8030.104	----	Lane Closure on Low Volume Street (Self-Regulating)	10/17/2017	1
9040.102	----	Filter Berm and Filter Sock	2025 Edition	1
9040.105	----	Wattle	2025 Edition	1
9040.120	----	Stabilized Construction Exit	2025 Edition	1
9070.102	----	Modular Block Retaining Wall	10/18/2011	1



TYPE A-1 CLEANOUT



TYPE B CLEANOUT

Use in non-traffic areas.

(1) Light duty casting. Label lid with "Storm" or "Storm C.O."

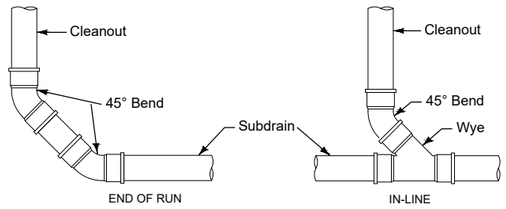
(2) Do not allow casting to bear on top of riser pipe; provide 2 inch clearance, minimum.

(3) A manufactured cleanout may be used in lieu of a Type B cleanout, if approved by the Engineer.

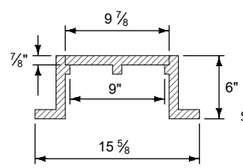
(4) Design is intended for use in conjunction with 8 inch PVC riser pipe. Other sized caps may be used with smaller pipe, as approved by the Engineer.

(5) Provide Type G casting, as required to fit pipe size.

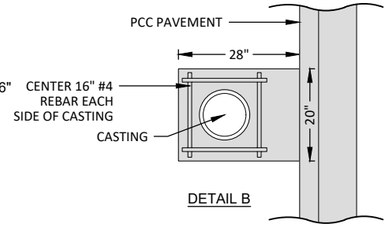
(6) PVC riser pipe; match diameter of subdrain (8 inches maximum).



TYPE A CLEANOUT CONNECTIONS



DETAIL A (1)(4)
(Dimensions are nominal)



DETAIL B

MODIFIED DETAIL

REVISION	
3	2020 Edition
4040.232	
SHEET _1 of _1	

MODIFIED DETAIL

SUBDRAIN CLEANOUTS

MODIFIED FIGURE 4040.232 | SHEET 1 OF 1

©Bolton & Menk, Inc. 2026. All Rights Reserved
H:\AMES\26X\142096001\CAD\C3D\142096001.dwg 5/6/2026 5:59:08 PM

BOLTON & MENK
1519 BALTIMORE DRIVE
AMES, IA 50010
Phone: (515) 233-6100
Email: Ames@bolton-menk.com
www.bolton-menk.com
CITY OF ames

DESIGNED	REV	DESCRIPTION	DATE
TJN			
DRAWN: TJN			
CHECKED: GTJ			
CLIENT PROJ. NO.: 26X.142096.000			

AMES MUNICIPAL AIRPORT
PARKING LOT IMPROVEMENTS
TYPICAL DETAILS

SHEET B.01

ESTIMATED PROJECT QUANTITIES - BASE BID

ITEM NO.	ITEM CODE	ITEM	UNIT	QUANTITY	AS-BUILT QTY.
1	2010-D-1	TOPSOIL, ON-SITE	CY	145	
2	2010-D-3	TOPSOIL, OFF-SITE, BORROW	CY	145	
3	2010-E	EXCAVATION, CLASS 13 (UNCLASSIFIED EXCAVATION)	CY	185	
4	2010-E	EXCAVATION, BORROW	CY	40	
5	2010-G	SUBGRADE PREPARATION	SY	1900	
6	2010-J	SUBBASE, MODIFIED, 6 INCHES	SY	1900	
7	4040-A	SUBDRAIN, TYPE 1B, HDPE, 6 INCH	LF	250	
8	4040-C-1	SUBDRAIN CLEANOUT, TYPE A-1, 6 INCH	EA	2	
9	4040-999-C-1	SUBDRAIN CLEANOUT, TYPE A-1, 6 INCH, ADJUST	EA	2	
10	6010-A	STORM MANHOLE, SW-401, 48 INCH	EA	1	
11	6010-B	INTAKE, SW-512, 24' DIA WITH TYPE 4B CASTING	EA	1	
12	6010-E	INTAKE ADJUSTMENT, MINOR	EA	4	
13	6010-H	REMOVE MANHOLE	EA	1	
14	7010-A	PAVEMENT, PCC, 6 INCH, C4	SY	1725	
15	7010-999-X	PAVEMENT REINFORCING	SY	335	
16	7030-B	REMOVAL OF CURB	LF	200	
17	8010-999-A	HANDHOLE, NON-TRAFFIC RATED	EA	2	
18	8010-999-B	HANDHOLE, TRAFFIC RATED	EA	1	
19	8020-B	PAINTED PAVEMENT MARKINGS, WATERBORNE OR SOLVENT	SF	500	
20	8020-G	PAINTED SYMBOLS AND LEGENDS, WATERBORNE OR SOLVENT	EA	2	
21	8030-A	TEMPORARY TRAFFIC CONTROL	LS	1	
22	9010-A	CONVENTIONAL SEEDING, SEEDING, FERTILIZING, AND MULCHING, TYPE 1 - PERMANENT LAWN	LS	1	
23	9040-A-1	SWPPP PREPARATION	LS	1	
24	9040-A-2	SWPPP MANAGEMENT	LS	1	
25	9040-D-1	FILTER SOCK, 9 INCH	LF	1500	
26	9040-D-2	FILTER SOCKS, REMOVAL	LF	1500	
27	9040-O-1	TRACK-OUT CONTROL	SY	150	
28	9040-R	TURF REINFORCEMENT MATS	SQ	2	
29	9040-T-1	INLET PROTECTION DEVICE, INTAKE	EA	7	
30	11010-A	CONSTRUCTION SURVEY	LS	1	
31	11020-A	MOBILIZATION	LS	1	
32	11050-A	CONCRETE WASHOUT	LS	1	

ESTIMATED PROJECT QUANTITIES - ALTERNATE BID A (ADDITIONAL PARKING)

ITEM NO.	ITEM CODE	ITEM	UNIT	QUANTITY	AS-BUILT QTY.
A1	2010-C	CLEARING AND GRUBBING	LS	1	
A2	2010-D-1	TOPSOIL, ON-SITE	CY	195	
A3	2010-D-3	DEDUCT- TOPSOIL, OFF-SITE, BORROW	CY	-145	
A4	2010-E	EXCAVATION, CLASS 13 (UNCLASSIFIED EXCAVATION)	CY	10	
A5	2010-E	EXCAVATION, BORROW	CY	840	
A6	2010-G	SUBGRADE PREPARATION	SY	875	
A7	2010-J	CLASS A ROADSTONE SURFACING, 6 INCHES	SY	180	
A8	2010-J	SUBBASE, MODIFIED, 6 INCHES	SY	875	
A9	6010-999-X	INTAKE, 10 INCH	EA	1	
A10	7010-A	PAVEMENT, PCC, 6 INCH, C4	SY	725	
A11	7010-999-X	PAVEMENT REINFORCING	SY	130	
A12	8020-B	PAINTED PAVEMENT MARKINGS, WATERBORNE OR SOLVENT	SF	125	
A13	8030-A	TEMPORARY TRAFFIC CONTROL	LS	1	
A14	9010-A	CONVENTIONAL SEEDING, SEEDING, FERTILIZING, AND MULCHING, TYPE 1 - PERMANENT LAWN	LS	1	
A15	9040-D-1	FILTER SOCK, 9 INCH	LF	425	
A16	9040-D-2	FILTER SOCKS, REMOVAL	LF	425	
A17	9060-A-2	CHAIN LINK FENCE, COMMERCIAL, 72 INCH	LF	80	
A18	9060-B	GATES, CHAIN LINK, 72 INCH	EA	1	
A19	9070-A	MODULAR BLOCK RETAINING WALL	SFF	200	

ESTIMATE REFERENCE INFORMATION - BASE BID

ITEM NO.	ITEM CODE	DESCRIPTION
1	2010-D-1	TOPSOIL, ON-SITE WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH SUDAS REFERENCE SPECIFICATION SECTION 2010, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND PLANS. TOPSOIL WITHIN THE GRADING LIMITS OF THE PROJECT SHALL BE STRIPPED, SALVAGED, AND RESPREAD AT A MINIMUM DEPTH OF 6". ITEM INCLUDES HAULING OFF-SITE TO STORE AND HAULING BACK IN IF NEEDED. SALVAGED TOPSOIL SHALL REMAIN ON PROPERTY UNLESS AGREEMENTS MADE WITH THE PROPERTY OWNER. CONTRACTOR TO PAY FOR RESTORATION COST IF LOCATED OUTSIDE OF PROPERTY. BASIS OF PAYMENT SHALL BE PER CY. PAYMENT SHALL BE MADE BASED ON TEMPLATE QUANITIES AS FOLLOWS: STRIP: 145 CY SPREAD: 290 CY NET: 145 CY BORROW
2	2010-D-3	TOPSOIL, OFF-SITE, BORROW WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH SUDAS REFERENCE SPECIFICATION SECTION 2010, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND PLANS. TOPSOIL BORROW MATERIAL WILL NOT BE MEASURED FOR PAYMENT. BASIS OF PAYMENT SHALL BE PER THE PLAN QUANTITY AS DESCRIBED IN TOPSOIL, ON-SITE. THIS BID ITEM SHALL BE OMITTED IF ALTERNATE BID A IS SELECTED FOR CONTRACT AWARD (REFER TO THE ALTERNATE BID A TOPSOIL ON-SITE BID ITEM DESCRIPTION FOR FURTHER INFORMATION)
3	2010-E	EXCAVATION, CLASS 13 (UNCLASSIFIED EXCAVATION) WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH SUDAS REFERENCE SPECIFICATION SECTION 2010, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND PLANS. ALL EXCESS MATERIAL TO BECOME THE PROPERTY OF THE CONTRACTOR AND HAULED OFFSITE. TOPSOIL SHALL BE PLACED AND SPREAD TO A MINIMUM THICKNESS OF 6" IN ALL DISTURBED TURF AREAS. BASIS OF PAYMENT SHALL BE PER CY. PAYMENT SHALL BE MADE BASED ON TEMPLATE QUANITIES AS FOLLOWS: CUT: 185 CY FILL: 225 CY NET: 40 CY BORROW ALL AREAS TO BE COMPACTED IN ACCORDANCE WITH THE TYPE A COMPACTION REQUIREMENTS AND THE PLANS. SHOULD SETTLEMENT OCCUR AFTER INITIAL CONSTRUCTION OF EMBANKMENTS THE CONTRACTOR SHALL BE REQUIRED TO CORRECT THE SETTLED AREAS AND PROVIDE MATERIAL TO REACH THE FINISHED GRADES DESIRED. ADDITIONAL COSTS MAY INCLUDE, BUT ARE NOT LIMITED TO, MOBILIZATION, TESTING, MATERIAL REQUIRED, HAULING, PLACEMENT AND COMPACTION OF MATERIAL.
4	2010-E	EXCAVATION, BORROW WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH SUDAS REFERENCE SPECIFICATION SECTION 2010, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND PLANS. TRUCK COUNT METHOD SHALL NOT BE USED FOR MEASUREMENT. MEASUREMENT SHALL BE MEASURED AS INSTALLED. NO SHRINKAGE FACTOR SHALL BE USED. PAYMENT SHALL BE MADE BASED ON TEMPLATE QUANITIES OF INDENTIFIED IN EXCAVATION BID ITEM.
5	2010-G	SUBGRADE PREPARATION WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH SUDAS SECTION 2010, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. THE AREA SUBGRADE PREPARATION SHALL INCLUDE ALL PAVED AREAS AND SHALL EXTEND TWO FOOT BEYOND THE PAVING AS SHOWN IN THE PLANS. SUBGRADE AREAS SHALL BE COMPACTED IN ACCORDANCE WITH TYPE A COMPACTION. BASIS OF PAYMENT SHALL PER SQUARE YARD OF SUBGRADE COMPACTED.
6	2010-J	SUBBASE, MODIFIED, 6 INCHES WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH SUDAS SECTION 2010, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. THE AREA SUBBASE SHALL INCLUDE ALL PAVED AREAS AND SHALL EXTEND TWO FOOT BEYOND THE PAVING AS SHOWN IN THE PLANS. THIS ITEM INCLUDES, BUT IS NOT LIMITED TO, COMPACTION OF SUBGRADE, FURNISHING, PLACING, COMPACTING, AND TRIMMING TO THE PROPER GRADE. MODIFIED SUBBASE SHALL BE COMPACTED IN ACCORDANCE WITH TYPE A COMPACTION. MODIFIED SUBBASE SHALL BE COMPACTED IN ACCORDANCE WITH MOISTURE AND DENSITY REQUIREMENTS. BASIS OF PAYMENT SHALL BE PER SQUARE YARD OF SUBBASE INSTALLED.
7	4040-A	SUBDRAIN, TYPE 1B, HDPE, 6 INCH WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH SUDAS SECTION 4040, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. ENGINEERING FABRIC SHALL BE USED AND SHALL BE INCIDENTAL TO THIS ITEM. BASIS OF PAYMENT SHALL BE PER EACH.
8	4040-C-1	SUBDRAIN CLEANOUT, TYPE A-1, 6 INCH WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH SUDAS SECTION 4040, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. SEE UPDATED DETAIL ON B SHEET. BASIS OF PAYMENT SHALL BE PER EACH.
9	4040-999-C-1	SUBDRAIN CLEANOUT, TYPE A-1, 6 INCH, ADJUST WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH SUDAS SECTION 4040, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. THIS ITEM SHALL INCLUDE ALL MATERIAL, LABOR, AND EQUIPMENT TO ADJUST EXISTING CLEANOUT INTO NEW PROPOSED PAVEMENT AREA. BASIS OF PAYMENT SHALL BE PER EACH.
10	6010-A	STORM MANHOLE, SW-401, 48 INCH WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH SUDAS SECTION 6010, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. TYPE F: PCC CASTING WITH HEIGHT ADJUSTMENT MECHANISM SHALL BE USED INCIDENTAL TO THIS ITEM. PC CONNECTION SHALL BE CONSIDERED INCIDENTAL, IF REQUIRED. BASIS OF PAYMENT SHALL BE PER EACH.
11	6010-B	INTAKE, SW-512, 24' DIA WITH TYPE 4B CASTING WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH SUDAS SECTION 6010, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. SHALL INCLUDE INCIDENTAL SEGMENTS OF PIPE TO ALLOW FOR CONDITION, IF NEEDED. BASIS OF PAYMENT SHALL BE PER EACH.
12	6010-E	INTAKE ADJUSTMENT, MINOR WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH SUDAS SECTION 6010, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. REFER TO SPECIFICATION. NEW CASTING AS SHOWN IN THE DETAILS SHALL BE INCIDENTAL TO THIS ITEM. BASIS OF PAYMENT SHALL BE PER EACH.
13	6010-H	REMOVE MANHOLE WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH SUDAS SECTION 6010, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. REFER TO SPECIFICATION. THIS ITEM SHALL INCLUDE BYPASS PUMPING UNTIL NEW STRUCTURE CAN BE INSTALLED. BASIS OF PAYMENT SHALL BE PER EACH.
14	7010-A	PAVEMENT, PCC, 6 INCH, C4 WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH THE SUDAS SECTION 7010, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. CONCRETE SHALL BE A C-4 MIX WITH A MINIMUM COMPRESSIVE STRENGTH OF 4,000 PSI AT 28 DAYS. SLAG IS NOT ALLOWED. CURB AND GUTTER SECTION IS INCLUDED IN THE AREA OF THIS ITEM AND SHALL BE INCIDENTAL TO PAVEMENT CONSTRUCTION. REINFORCEMENT SHALL BE EPOXY COATED. 6 INCH MODIFIED SUBBASE SHALL BE PLACED UNDER THE PAVEMENT AND IS PAID FOR UNDER A SEPARATE BID ITEM. NO ADDITIONAL PAYMENT FOR COLD WEATHER PAVING OPERATIONS. FINAL TRIMMING OF SUBGRADE AND SUBBASE, INTEGRAL CURB, BARS AND REINFORCEMENT, JOINTS AND SEALING, SURFACE CURING AND PAVEMENT PROTECTION, SAFETY FENCING, CONCRETE FOR RIGID HEADERS, AND BOXOUTS FOR FIXTURES SHALL BE INDCIDENTAL TO THIS ITEM. BASIS OF PAYMENT SHALL BE PER SQUARE YARD.

©Bolton & Menk, Inc. 2026. All Rights Reserved
H:\AMES\26X\142096000\CAD\C3D\142096D1.dwg 5/6/2026 5:59:13 PM

BOLTON & MENK
1519 BALTIMORE DRIVE
AMES, IA 50010
Phone: (515) 233-6100
Email: Ames@bolton-menk.com
www.bolton-menk.com

CITY OF ames

DESIGNED	REV	DESCRIPTION	DATE
TJN			
DRAWN TJN			
CHECKED GTJ			
CLIENT PROJ. NO. 26X.142096.000			

AMES MUNICIPAL AIRPORT
PARKING LOT IMPROVEMENTS
QUANTITIES & ESTIMATE REFERENCE NOTES

SHEET C.01

ESTIMATE REFERENCE INFORMATION - BASE BID

15	7010-999-X	PAVEMENT REINFORCING WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH THE SUDAS SECTION 7010, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. THIS ITEM SHALL INCLUDE ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO FURNISH AND INSTALL 6, 6" X 6" (W2.9/W2.9) WELDED WIRE IN PAVEMENT. PAVEMENT AREA WILL BE PAID FOR SEPERATELY. BASIS OF PAYMENT SHALL BE PER SQUARE YARD.
16	7030-B	REMOVAL OF CURB WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH THE SUDAS SECTION 7030, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. ALL REMOVALS TO BE MARKED AND MEASURED BY THE ENGINEER. FULL DEPTH SAW CUTS ALONG THE REMOVAL LIMITS ARE INCIDENTAL TO THIS ITEM. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADDITIONAL REMOVAL, EARTHWORK, SUBGRADE PREPARATION, MODIFIED SUBBASE AND PAVING EXPENSES DUE TO DAMAGED EDGES. ADDITIONAL REMOVAL TO BE DETERMINED BY ENGINEER. PAYMENT SHALL BE MADE FOR THE AREA OF PAVEMENT REMOVED REGARDLESS OF THICKNESS. BOXOUTS CUT AROUND EXISTING INTAKES ARE INCIDENTAL TO THIS ITEM. MEASUREMENT SHALL INCLUDE THE LENGTH OF EXISTING INTAKES. BASIS OF PAYMENT SHALL BE PER LINEAR FOOT REMOVED.
17	8010-999-A	HANDHOLE, NON-TRAFFIC RATED WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH THE SUDAS SECTION 8010, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. THIS ITEM SHALL INCLUDE ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO FURNISH AND INSTALL A NON-TRAFFIC RATED QUAZITE BOX FOR LIGHT POLE RELOCATIONS. THIS ITEM SHALL ALSO INCLUDE 10 FEET OR 2" CONDUIT EXTENSION FROM EXISTING QUAZITE BOX. BASIS OF PAYMENT SHALL BE PER EACH.
18	8010-999-B	HANDHOLE, TRAFFIC RATED WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH THE SUDAS SECTION 8010, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. THIS ITEM SHALL INCLUDE ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO FURNISH AND INSTALL TRAFFIC RATED QUAZITE BOX. BASIS OF PAYMENT SHALL BE PER EACH.
19	8020-B	PAINTED PAVEMENT MARKINGS, WATERBORNE OR SOLVENT WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH THE SUDAS SECTION 8020, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. ALL LINES SHALL BE 4" WIDE. FOR CROSS HATCHING AREA, MATCH EXISTING CROSS HATCHING SPACING AND ANGLE. BASIS OF PAYMENT SHALL BE PER SQUARE FOOT.
20	8020-G	PAINTED SYMBOLS AND LEGENDS, WATERBORNE OR SOLVENT WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH THE SUDAS SECTION 8020, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. REFER TO N SHEETS FOR LOCATIONS. BASIS OF PAYMENT SHALL BE PER EACH.
21	8030-A	TEMPORARY TRAFFIC CONTROL WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH THE SUDAS SECTION 8030, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. REFER TO J SHEETS FOR MORE INFORMATION. BASIS OF PAYMENT SHALL BE PER LUMP SUM.
22	9010-A	CONVENTIONAL SEEDING, SEEDING, FERTILIZING, AND MULCHING, TYPE 1 - PERMANENT LAWN WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH THE SUDAS SECTION 9010, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. SEED ALL AREAS DISTURBED BY CONSTRUCTION AS INDICATED ON PLANS. THE COST FOR WATERING UNTIL SEED ESTABLISHMENT IS ACCEPTED SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM. ROCK PICKING, FINISH GRADING, SEED BED PREP AND RESEEDING ARE CONSIDERED INCIDENTAL TO THIS ITEM. SEED AND FERTILIZER SHALL BE APPLIED PRIOR TO MULCHING. THE CONTRACTOR IS RESPONSIBLE FOR MOWING AND MAINTAINING SEEDED AREAS UNTIL THE PROJECT IS ACCEPTED BY THE OWNER. SEEDING OF AREAS DISTURBED OUTSIDE OF THE CONSTRUCTION LIMITS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AT NO ADDITIONAL COST TO OWNER. THE SEEDING RATE SHALL BE AT LEAST 260 LBS/ACRE. APPLY A 6-24-24, NITROGEN, PHOSPHATE, POTASH, COMMERCIAL FERTILIZER OR EQUIVALENT AT THE RATE OF 300 LBS PER ACRE. APPLY MULCHING PER MANUFACTERS RECOMMENDATIONS. THE AREAS SEEDED WILL NOT BE ACCEPTED WHEN A STAND OF GRASS HAS BEEN STABLISHED IN ACCORDANCE WITH SUDAS SECTION 9010 §3.10. BASIS OF PAYMENT SHALL BE PER LUMP SUM.
23	9040-A-1	SWPPP PREPARATION WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH THE SUDAS SECTION 9040, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. CONTRACTOR SHALL BE RESPONSIBLE FOR SWPPP PREPERATION. BASIS OF PAYMENT SHALL BE PER LUMP SUM.
24	9040-A-2	SWPPP MANAGEMENT WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH THE SUDAS SECTION 9040, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. CONTRACTOR SHALL BE RESPONSIBLE FOR SWPPP MANAGEMENT. BASIS OF PAYMENT SHALL BE PER LUMP SUM.
25	9040-D-1	FILTER SOCK, 9 INCH WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH THE SUDAS SECTION 9040, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. BASIS OF PAYMENT PER LINEAR FOOT.
26	9040-D-2	FILTER SOCKS, REMOVAL WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH THE SUDAS SECTION 9040, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. BASIS OF PAYMENT PER LINEAR FOOT.
27	9040-O-1	TRACK-OUT CONTROL WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH THE SUDAS SECTION 9040, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. BASIS OF PAYMENT PER SQUARE YARD.
28	9040-R	TURF REINFORCEMENT MATS WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH THE SUDAS SECTION 9040, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. BASIS OF PAYMENT PER SQUARE.
29	9040-T-1	INLET PROTECTION DEVICE, INTAKE WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH THE SUDAS SECTION 9040, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. BASIS OF PAYMENT PER EACH.
30	11010-A	CONSTRUCTION SURVEY WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH THE SUDAS SECTION 11010, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. BASIS OF PAYMENT PER LUMP SUM.
31	11020-A	MOBILIZATION WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH THE SUDAS SECTION 11020, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. ADA PARKING SIGNS, AND SIGN POSTS AS SHOWN IN THE N SHEETS SHALL BE INCIDENTAL TO THIS ITEM. BASIS OF PAYMENT PER LUMP SUM.
32	11050-A	CONCRETE WASHOUT WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH THE SUDAS SECTION 11050, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. BASIS OF PAYMENT PER LUMP SUM.

ESTIMATE REFERENCE INFORMATION - ALTERNATE BID A (ADDITIONAL PARKING)

ITEM NO.	ITEM CODE	DESCRIPTION
A1	2010-C	CLEARING AND GRUBBING WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH SUDAS REFERENCE SPECIFICATION SECTION 2010, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND PLANS. BASIS OF PAYMENT SHALL BE LUMP SUM.
A2	2010-D-1	TOPSOIL, ON-SITE WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH SUDAS REFERENCE SPECIFICATION SECTION 2010, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND PLANS. TOPSOIL WITHIN THE GRADING LIMITS OF THE PROJECT SHALL BE STRIPPED, SALVAGED, AND RESPREAD AT A MINIMUM DEPTH OF 6". ITEM INCLUDES HAULING OFF-SITE TO STORE AND HAULING BACK IN IF NEEDED. SALVAGED TOPSOIL SHALL REMAIN ON PROPERTY UNLESS AGREEMENTS MADE WITH THE PROPERTY OWNER. CONTRACTOR TO PAY FOR RESTORATION COST IF LOCATED OUTSIDE OF PROPERTY. BASIS OF PAYMENT SHALL BE PER CY. PAYMENT SHALL BE MADE BASED ON TEMPLATE QUANITIES AS FOLLOWS: STRIP: 195 CY SPREAD: 40 CY NET: 155 CY FOR USE ON BASE BID
A3	2010-D-3	DEDUCT- TOPSOIL, OFF-SITE, BORROW WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH SUDAS REFERENCE SPECIFICATION SECTION 2010, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND PLANS. TOPSOIL BORROW MATERIAL WILL NOT BE MEASURED FOR PAYMENT. BASIS OF PAYMENT SHALL BE PER THE PLAN QUANTITY AS DESCRIBED IN TOPSOIL, ON-SITE. THIS BID ITEM SHALL BE OMITTED IF ALTERNATE BID A IS SELECTED FOR CONTRACT AWARD (REFER TO THE ALTERNATE BID A TOPSOIL ON-SITE BID ITEM DESCRIPTION FOR FURTHER INFORMATION)
A4	2010-E	EXCAVATION, CLASS 13 (UNCLASSIFIED EXCAVATION) WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH SUDAS REFERENCE SPECIFICATION SECTION 2010, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND PLANS. ALL EXCESS MATERIAL TO BECOME THE PROPERTY OF THE CONTRACTOR AND HAULED OFFSITE. TOPSOIL SHALL BE PLACED AND SPREAD TO A MINIMUM THICKNESS OF 6" IN ALL DISTURBED TURF AREAS. BASIS OF PAYMENT SHALL BE PER CY. PAYMENT SHALL BE MADE BASED ON TEMPLATE QUANITIES AS FOLLOWS: CUT: 10 CY FILL: 850 CY NET: 840 CY BORROW ALL AREAS TO BE COMPACTED IN ACCORDANCE WITH THE TYPE A COMPACTION REQUIREMENTS AND THE PLANS. SHOULD SETTLEMENT OCCUR AFTER INITIAL CONSTRUCTION OF EMBANKMENTS THE CONTRACTOR SHALL BE REQUIRED TO CORRECT THE SETTLED AREAS AND PROVIDE MATERIAL TO REACH THE FINISHED GRADES DESIRED. ADDITIONAL COSTS MAY INCLUDE, BUT ARE NOT LIMITED TO, MOBILIZATION, TESTING, MATERIAL REQUIRED, HAULING, PLACEMENT AND COMPACTION OF MATERIAL.
A5	2010-E	EXCAVATION, BORROW WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH SUDAS REFERENCE SPECIFICATION SECTION 2010, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND PLANS. TRUCK COUNT METHOD SHALL NOT BE USED FOR MEASUREMENT. MEASUREMENT SHALL BE MEASURED AS INSTALLED. NO SHRINKAGE FACTOR SHALL BE USED. PAYMENT SHALL BE MADE BASED ON TEMPLATE QUANITIES OF INDENTIFIED IN EXCAVATION BID ITEM
A6	2010-G	SUBGRADE PREPARATION WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH SUDAS SECTION 2010, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. THE AREA SUBGRADE PREPARATION SHALL INCLUDE ALL PAVED AREAS AND SHALL EXTEND TWO FOOT BEYOND THE PAVING AS SHOWN IN THE PLANS. SUBGRADE AREAS SHALL BE COMPACTED IN ACCORDANCE WITH TYPE A COMPACTION. BASIS OF PAYMENT SHALL PER SQUARE YARD OF SUBGRADE COMPACTED.
A7	2010-J	CLASS A ROADSTONE SURFACING, 6 INCHES WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH SUDAS SECTION 2010, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. THIS ITEM SHALL MEET GRADATION NO. 10 OF THE IOWA DOT AGGREGATE GRADATION TABLE. THIS ITEM INCLUDES, BUT IS NOT LIMITED TO, COMPACTION, FURNISHING AND PLACING. CLASS A ROADSTONE SURFACING SHALL BE COMPACTED IN ACCORDANCE WITH TYPE A COMPACTION. BASIS OF PAYMENT SHALL BE PER SQUARE YARD OF SUFACING NSTALLED.
A8	2010-J	SUBBASE, MODIFIED, 6 INCHES WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH SUDAS SECTION 2010, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. THE AREA SUBBASE SHALL INCLUDE ALL PAVED AREAS AND SHALL EXTEND TWO FOOT BEYOND THE PAVING AS SHOWN IN THE PLANS. THIS ITEM INCLUDES, BUT IS NOT LIMITED TO, COMPACTION OF SUBGRADE, FURNISHING, PLACING, COMPACTING, AND TRIMMING TO THE PROPER GRADE. MODIFIED SUBBASE SHALL BE COMPACTED IN ACCORDANCE WITH TYPE A COMPACTION. MODIFIED SUBBASE SHALL BE COMPACTED IN ACCORDANCE WITH MOISTURE AND DENSITY REQUIREMENTS. BASIS OF PAYMENT SHALL BE PER SQUARE YARD OF SUBBASE INSTALLED.
A9	6010-999-X	INTAKE, 10 INCH WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH SUDAS SECTION 6010, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. THIS ITEM SHALL INCLUDE ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO FURNISH AND INSTALL ADS NYLOPLAST 10" DRAIN BASIN. THIS ITEM SHALL INCLUDE ALL FITTINGS, CASTINGS, TEES, OUTLETS, AND ACCESSORIES REQUIRED FOR INSTALLATION AS SHOWN IN THE PLANS. CASTING USED SHALL BE A FLAT, STANDARD GRATE ASSEMBLY. BASIS OF PAYMENT SHALL BE PER EACH.
A10	7010-A	PAVEMENT, PCC, 6 INCH, C4 WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH THE SUDAS SECTION 7010, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. CONCRETE SHALL BE A C-4 MIX WITH A MINIMUM COMPRESSIVE STRENGTH OF 4,000 PSI AT 28 DAYS. SLAG IS NOT ALLOWED. CURB AND GUTTER SECTION IS INCLUDED IN THE AREA OF THIS ITEM AND SHALL BE INCIDENTAL TO PAVEMENT CONSTRUCTION. REINFORCEMENT SHALL BE EPOXY COATED. 6 INCH MODIFIED SUBBASE SHALL BE PLACED UNDER THE PAVEMENT AND IS PAID FOR UNDER A SEPARATE BID ITEM. NO ADDITIONAL PAYMENT FOR COLD WEATHER PAVING OPERATIONS. FINAL TRIMMING OF SUBGRADE AND SUBBASE, INTEGRAL CURB, BARS AND REINFORCEMENT, JOINTS AND SEALING, SURFACE CURING AND PAVEMENT PROTECTION, SAFETY FENCING, CONCRETE FOR RIGID HEADERS, AND BOXOUTS FOR FIXTURES SHALL BE INDICENTAL TO THIS ITEM. BASIS OF PAYMENT SHALL BE PER SQUARE YARD.
A11	7010-999-X	PAVEMENT REINFORCING WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH THE SUDAS SECTION 7010, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. THIS ITEM SHALL INCLUDE ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO FURNISH AND INSTALL 6, 6" X 6" (W2.9/W2.9) WELDED WIRE IN PAVEMENT. PAVEMENT AREA WILL BE PAID FOR SEPERATELY. BASIS OF PAYMENT SHALL BE PER SQUARE YARD.
A12	8020-B	PAINTED PAVEMENT MARKINGS, WATERBORNE OR SOLVENT WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH THE SUDAS SECTION 8020, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. ALL LINES SHALL BE 4" WIDE. BASIS OF PAYMENT SHALL BE PER SQUARE FOOT.
A13	8030-A	TEMPORARY TRAFFIC CONTROL WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH THE SUDAS SECTION 8030, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. REFER TO J SHEETS FOR MORE INFORMATION. BASIS OF PAYMENT SHALL BE PER LUMP SUM.

© Bolton & Menk, Inc. 2026. All Rights Reserved
H:\AMES\26X142096000\CAD\C3D\142096C01.dwg 5/6/2026 5:59:13 PM

BOLTON & MENK
1519 BALTIMORE DRIVE
AMES, IA 50010
Phone: (515) 233-6100
Email: Ames@bolton-menk.com
www.bolton-menk.com
CITY OF ames

DESIGNED	REV	DESCRIPTION	DATE
TJN			
DRAWN TJN			
CHECKED GTJ			
CLIENT PROJ. NO. 26X.142096.000			

AMES MUNICIPAL AIRPORT
PARKING LOT IMPROVEMENTS
ESTIMATE REFERENCE NOTES

SHEET C.02

ESTIMATE REFERENCE INFORMATION - ALTERNATE BID A (ADDITIONAL PARKING)		
A14	9010-A	CONVENTIONAL SEEDING, SEEDING, FERTILIZING, AND MULCHING, TYPE 1 - PERMANENT LAWN WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH THE SUDAS SECTION 9010, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. SEED ALL AREAS DISTURBED BY CONSTRUCTION AS INDICATED ON PLANS. THE COST FOR WATERING UNTIL SEED ESTABLISHMENT IS ACCEPTED SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM. ROCK PICKING, FINISH GRADING, SEED BED PREP AND RESEEDING ARE CONSIDERED INCIDENTAL TO THIS ITEM. SEED AND FERTILIZER SHALL BE APPLIED PRIOR TO MULCHING. THE CONTRACTOR IS RESPONSIBLE FOR MOWING AND MAINTAINING SEEDED AREAS UNTIL THE PROJECT IS ACCEPTED BY THE OWNER. SEEDING OF AREAS DISTURBED OUTSIDE OF THE CONSTRUCTION LIMITS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AT NO ADDITIONAL COST TO OWNER. THE SEEDING RATE SHALL BE AT LEAST 260 LBS/ACRE. APPLY A 6-24-24, NITROGEN, PHOSPHATE, POTASH, COMMERCIAL FERTILIZER OR EQUIVALENT AT THE RATE OF 300 LBS PER ACRE. APPLY MULCHING PER MANUFACTERS RECOMMENDATIONS. THE AREAS SEEDED WILL NOT BE ACCEPTED WHEN A STAND OF GRASS HAS BEEN STABLISHED IN ACCORDANCE WITH SUDAS SECTION 9010 §3.10. BASIS OF PAYMENT SHALL BE PER LUMP SUM.
A15	9040-D-1	FILTER SOCK, 9 INCH WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH THE SUDAS SECTION 9040, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. BASIS OF PAYMENT PER LINEAR FOOT.
A16	9040-D-2	FILTER SOCKS, REMOVAL WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH THE SUDAS SECTION 9040, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. BASIS OF PAYMENT PER LINEAR FOOT.
A17	9060-A-2	CHAIN LINK FENCE, COMMERCIAL, 72 INCH WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH THE SUDAS SECTION 9060, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. BASIS OF PAYMENT PER LINEAR FOOT.
A18	9060-B	GATES, CHAIN LINK, 72 INCH WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH THE SUDAS SECTION 9060, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. GATE POST DIAMETER SHALL MATCH FENCE POST DIAMETER. A MEANS SHALL BE PROVIDED TO BE ABLE TO PADDLE LOCK THE GATE AS WELL. BASIS OF PAYMENT PER EACH.
A19	9070-A	MODULAR BLOCK RETAINING WALL WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH THE SUDAS SECTION 9070, CITY OF AMES SUPPLEMENTAL SPECIFICATIONS AND THE PLANS. THIS ITEM INCLUDES ALL LABOR, MATERIAL, AND EQUIPMENT TO CONSTRUCT DECORATIVE BRICK RETAIINING WALL AS INDICATED IN THE PLANS. INCIDENTAL TO THIS ITEM IS ALL SUBBASE AND SUBGRADE PREP, SUBDRAIN INSTALLATION BEHIND THE WALL BASE, FILTER FABRIC, GEOGRID IF REQURIED BY MANUFACTURER, AND BACKFILL. AGGREGATE BASE COURSE LAYER SHALL BE INCIDENTAL AND FIRST ROW OF SEGEMENTAL BLOCKS AND NOT MEASURE FOR PAYMENT. BASIS OF PAYMENT PER SQUARE FOOT OF WALL FACE EXPOSED.

©Bolton & Menk, Inc. 2026. All Rights Reserved
H:\AMES\26X142096000\CAD\C3D\142096C01.dwg 5/6/2026 5:59:13 PM

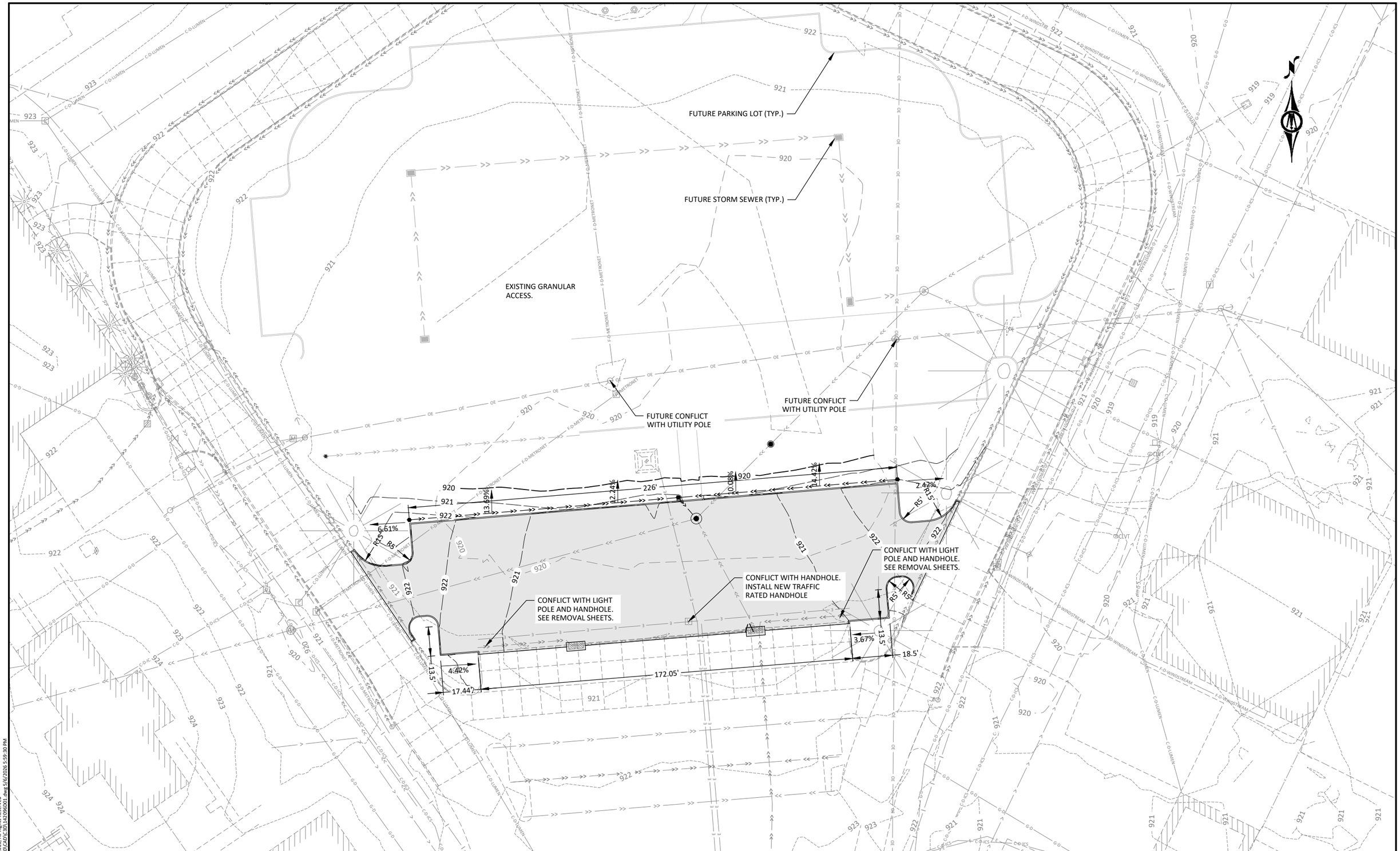
BOLTON & MENK
1519 BALTIMORE DRIVE
AMES, IA 50010
Phone: (515) 233-6100
Email: Ames@bolton-menk.com
www.bolton-menk.com

CITY OF ames

DESIGNED	REV	DESCRIPTION	DATE
TJN			
DRAWN: TJN			
CHECKED: GTJ			
CLIENT PROJ. NO.: 26X.142096.000			

AMES MUNICIPAL AIRPORT
PARKING LOT IMPROVEMENTS
ESTIMATE REFERENCE NOTES

SHEET C.03



©Bolton & Menk, Inc. 2026. All Rights Reserved
H:\AMES\26X.142096000\CAD\C3D\142096001.dwg 5/6/2026 5:59:30 PM

HORZ. 0 20 40 SCALE FEET

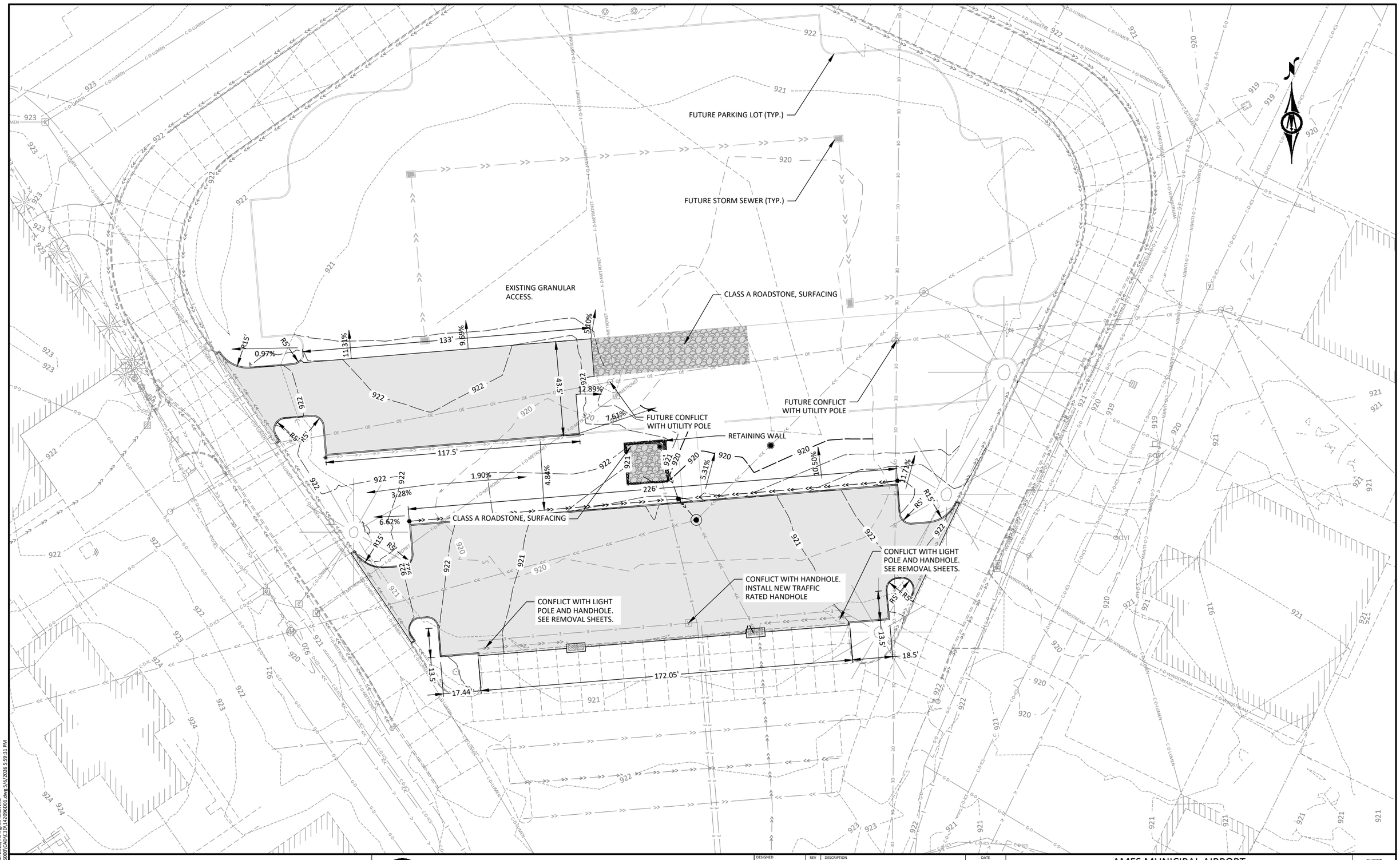
BOLTON & MENK
1519 BALTIMORE DRIVE
AMES, IA 50010
Phone: (515) 233-6100
Email: Ames@bolton-menk.com
www.bolton-menk.com

CITY OF ames

DESIGNED	REV	DESCRIPTION	DATE
TJN			
DRAWN TJN			
CHECKED GTJ			
CLIENT PROJ. NO. 26X.142096.000			

AMES MUNICIPAL AIRPORT
PARKING LOT IMPROVEMENTS
OVERALL GRADING PLAN - BASE BID

SHEET D.01



©Bolton & Menk, Inc. 2026. All Rights Reserved
H:\AMES\26X\142096000\CADD\C3D\142096D01.dwg 5/6/2026 5:59:31 PM

HORZ. SCALE 0 20 40 FEET

BOLTON & MENK
1519 BALTIMORE DRIVE
AMES, IA 50010
Phone: (515) 233-6100
Email: Ames@bolton-menk.com
www.bolton-menk.com

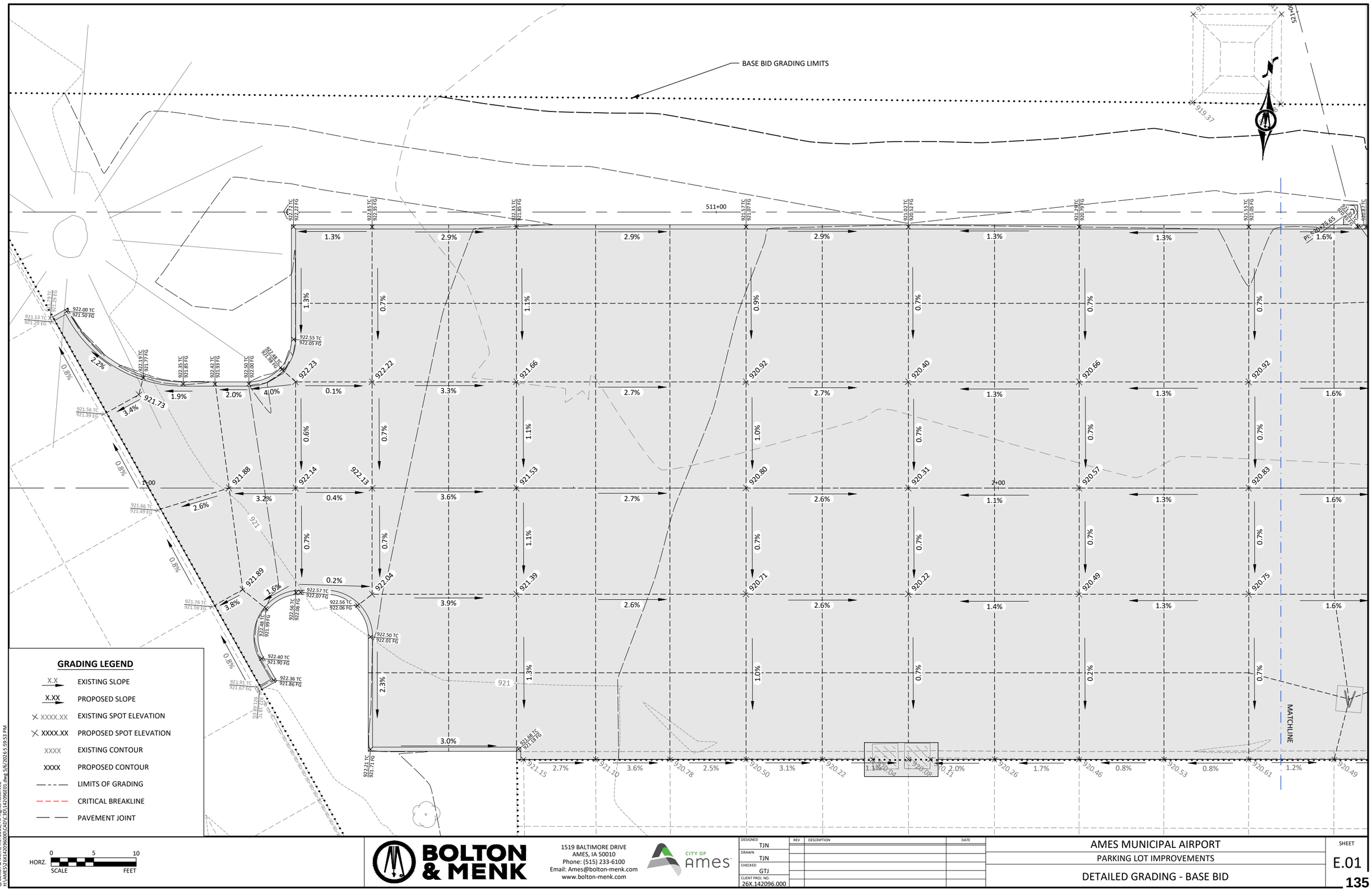
CITY OF ames

DESIGNED	TJN
DRAWN	TJN
CHECKED	GTJ
CLIENT PROJ. NO.	26X.142096.000

REV	DESCRIPTION	DATE

AMES MUNICIPAL AIRPORT
PARKING LOT IMPROVEMENTS
OVERALL GRADING PLAN - ALTERNATE BID A

SHEET D.02



©Bolton & Menk, Inc. 2026. All Rights Reserved
H:\AMES\26X\142096000\CAD\C3D\142096E01.dwg 5/6/2026 5:59:53 PM

BOLTON & MENK
1519 BALTIMORE DRIVE
AMES, IA 50010
Phone: (515) 233-6100
Email: Ames@bolton-menk.com
www.bolton-menk.com

CITY OF ames

DESIGNED	TJN
DRAWN	TJN
CHECKED	GTJ
CLIENT PROJ. NO.	26X.142096.000

REV	DESCRIPTION	DATE

AMES MUNICIPAL AIRPORT
PARKING LOT IMPROVEMENTS
DETAILED GRADING - BASE BID

SHEET E.01



GRADING LEGEND

X.X	EXISTING SLOPE
X.XX	PROPOSED SLOPE
XXXX.XX	EXISTING SPOT ELEVATION
XXXX.XX	PROPOSED SPOT ELEVATION
XXXX	EXISTING CONTOUR
XXXX	PROPOSED CONTOUR
	LIMITS OF GRADING
	CRITICAL BREAKLINE
	PAVEMENT JOINT

HORZ. SCALE 0 5 10 FEET

©Bolton & Menk, Inc. 2026. All Rights Reserved
H:\AMES\26X\142096000\CAD\C3D\142096E01.dwg 5/6/2026 5:59:55 PM

BOLTON & MENK
1519 BALTIMORE DRIVE
AMES, IA 50010
Phone: (515) 233-6100
Email: Ames@bolton-menk.com
www.bolton-menk.com

CITY OF ames

DESIGNED	TJN
DRAWN	TJN
CHECKED	GTJ
CLIENT PROJ. NO.	26X.142096.000

REV	DESCRIPTION	DATE

AMES MUNICIPAL AIRPORT
PARKING LOT IMPROVEMENTS
DETAILED GRADING - BASE BID

SHEET E.02

FUTURE INTAKE

FUTURE JOINTS

921

GRADING LIMITS ALTERNATE BID A

CLASS A ROADSTONE, SURFACING

12+00

MATCHLINE

FUTURE SUBDRAIN AND CLEANOUT

GRADING LIMITS BASE BID AND ALTERNATE BID A

MATCHLINE

FUTURE SUBDRAIN AND CLEANOUT

GRADING LEGEND

- X.X — EXISTING SLOPE
- X.XX — PROPOSED SLOPE
- XXXX.XX — EXISTING SPOT ELEVATION
- XXXX.XX — PROPOSED SPOT ELEVATION
- XXXX — EXISTING CONTOUR
- XXXX — PROPOSED CONTOUR
- LIMITS OF GRADING
- CRITICAL BREAKLINE
- PAVEMENT JOINT

HORZ. SCALE 0 5 10 FEET

©Bolton & Menk, Inc. 2026. All Rights Reserved
H:\AMES\26x\142096000\CAD\C3D\142096E01.dwg 5/6/2026 5:59:57 PM

BOLTON & MENK
1519 BALTIMORE DRIVE
AMES, IA 50010
Phone: (515) 233-6100
Email: Ames@bolton-menk.com
www.bolton-menk.com

CITY OF ames

DESIGNED	TJN
DRAWN	TJN
CHECKED	GTJ
CLIENT PROJ. NO.	26X.142096.000

REV	DESCRIPTION	DATE

AMES MUNICIPAL AIRPORT
PARKING LOT IMPROVEMENTS
DETAILED GRADING - ALTERNATE BID A

SHEET E.03

GRADING LIMITS ALTERNATE BID A

CLASS A ROADSTONE, SURFACING

EXISTING CONSTRUCTION ACCESS AREA FOR OVERFLOW PARKING

ALTERNATE BID A GRADING LIMITS

BEACON AREA

CLASS A ROADSTONE, SURFACING

CONSTRUCTION OF WALL, FENCE, GATE, AND INTAKE SHALL ONLY BE REQUIRED IF ALTERNATE BID A IS COMPLETED.

PEDESTRIAN DROP CURB

GRADING LEGEND

X.X	EXISTING SLOPE
X.XX	PROPOSED SLOPE
XXXX.XX	EXISTING SPOT ELEVATION
XXXX.XX	PROPOSED SPOT ELEVATION
XXXX	EXISTING CONTOUR
XXXX	PROPOSED CONTOUR
— — —	LIMITS OF GRADING
— — —	CRITICAL BREAKLINE
— —	PAVEMENT JOINT

HORZ. SCALE 0 5 10 FEET

©Bolton & Menk, Inc. 2026. All Rights Reserved
H:\AMES\26X142096000\CAD\C3D\142096E01.dwg 5/6/2026 5:59:58 PM

BOLTON & MENK
1519 BALTIMORE DRIVE
AMES, IA 50010
Phone: (515) 233-6100
Email: Ames@bolton-menk.com
www.bolton-menk.com

CITY OF ames

DESIGNED	TJN
DRAWN	TJN
CHECKED	GTJ
CLIENT PROJ. NO.	26X.142096.000

REV	DESCRIPTION	DATE

AMES MUNICIPAL AIRPORT
PARKING LOT IMPROVEMENTS
DETAILED GRADING - ALTERNATE BID A

SHEET E.04

REMOVAL PLAN NOTES:

1. ANY EXISTING PAVEMENT TO REMAIN THAT IS DAMAGED THROUGH THE ACTION OF REMOVAL SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
2. ANY DAMAGE TO THE TERMINAL BUILDING SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
3. CONTRACTOR SHALL VERIFY AWOS DATA CABLE LOCATION, FUEL SYSTEM, POWER LOCATION, AND QUAZITE BOX CONTENT NEAR SIDEWALK. THIS SHALL INCLUDE CHECKING AGAINST THE PROPOSED IMPROVEMENTS AND VALIDATING EXISTING DEPTHS AND LOCATIONS. CONTRACTOR TO CONSULT THE FINDINGS WITH THE ENGINEER.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL PUBLIC AND PRIVATE UTILITIES. KNOWN UTILITIES BOTH PRIVATE AND PUBLIC HAVE BEEN SHOWN WHERE KNOWN FROM PAST RECORDS, BUT THE EXISTENCE OF OTHER UTILITIES MAY BE PRESENT AND STILL NEED TO BE LOCATED.
5. CONTRACTOR SHALL TAKE CARE TO PROTECT ANY EXISTING ITEMS WHICH ARE TO REMAIN OR BE UTILIZED IN THE PROJECT SCOPE. ANY DAMAGE CAUSED TO THE EXISTING ITEMS DURING CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
6. THE CONTRACTOR SHALL RESTORE ALL AREAS DISTURBED BY ACCESS OR CONSTRUCTION ACTIVITIES TO ORIGINAL CONDITIONS AT THE CONTRACTOR'S EXPENSE. THIS MAY INCLUDE SCARIFYING AND RE-SEEDING OR OTHER RESTORATION EFFORTS AS REQUIRED.
7. ALL CONSTRUCTION DEBRIS SHALL BE REMOVED FROM SITE AND SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND PROPERLY DISPOSED OF OFF AIRPORT PROPERTY.

PROTECT EX INTAKES

ALTERNATE BID A LINEWORK SHOWN FOR REFERENCE.

PROTECT EXISTING POWER POLE

PROTECT EXISTING HANDHOLE

FIELD LOCATE AND VERIFY DEPTH THROUGH IMPROVEMENTS. COORDINATE WITH UTILITY IF REQUIRED LOWERING/RELOCATION

REMOVE TREE. ALTERNATE BID A.

FIELD LOCATE GUY WIRE. COORDINATE WITH UTILITY TO DETERMINE IF LOCATION SHOULD BE CHANGED. ALTERNATE BID A.

EX ROTATING BEACON. DO NOT DISTURB

REMOVE MANHOLE

BASE BID LINEWORK SHOWN FOR REFERENCE.

PROTECT EX TREE

PROTECT EXISTING ELECTRIC METER

PROTECT EXISTING POWER POLE

EX ROTATING BEACON POWER. DO NOT DISTURB. PRIVATE UTILITY LINE. CONTRACTOR TO LOCATE

PROTECT EXISTING TREE

REMOVE SHRUB

EX STORM SEWER USE AS CONSTRUCTED

INTAKE ADJUSTMENT, MINOR. INSTALL SUDAS SW-604 TYPE 6 CASTINGS.

EX LIGHT POLE TO BE RELOCATED BY OTHERS. CONTRACTOR IS RESPONSIBLE FOR COORDINATING THE RELOCATION WITH UTILITY OWNER. CONTRACTOR IS RESPONSIBLE FOR EXTENDING CONDUIT AND PLACING NEW HANDHOLES BEHIND BACK OF CURB. CONFIRM REQUIREMENTS WITH AMES ELECTRIC.

EX LIGHT POLE TO BE RELOCATED BY OTHERS. CONTRACTOR IS RESPONSIBLE FOR COORDINATING THE RELOCATION WITH UTILITY OWNER. CONTRACTOR IS RESPONSIBLE FOR EXTENDING CONDUIT AND PLACING NEW HANDHOLES BEHIND BACK OF CURB. CONFIRM REQUIREMENTS WITH AMES ELECTRIC.

PROTECT EX TREE

EX SUBDRAIN CLEAN OUT TO BE ADJUTED

REMOVE AND REPLACE WITH TRAFFIC-RATED QUAZITE BOX

SAWCUT AND REMOVE CURB

PROTECT TREE

PROTECT EX SUBDRAIN

PROTECT EX CLEAN OUT

PROTECT EX SUBDRAIN

PROTECT EX SUBDRAIN

PROTECT EX CLEAN OUT

EX SUBDRAIN CLEAN OUT TO BE ADJUTED

© Bolton & Menk, Inc. 2026. All Rights Reserved
H:\AMES\2.0X\142096001\CAD\C3D\142096901.dwg 5/6/2026 6:00:12 PM

HORZ. SCALE 0 20 40 FEET

BOLTON & MENK
1519 BALTIMORE DRIVE
AMES, IA 50010
Phone: (515) 233-6100
Email: Ames@bolton-menk.com
www.bolton-menk.com

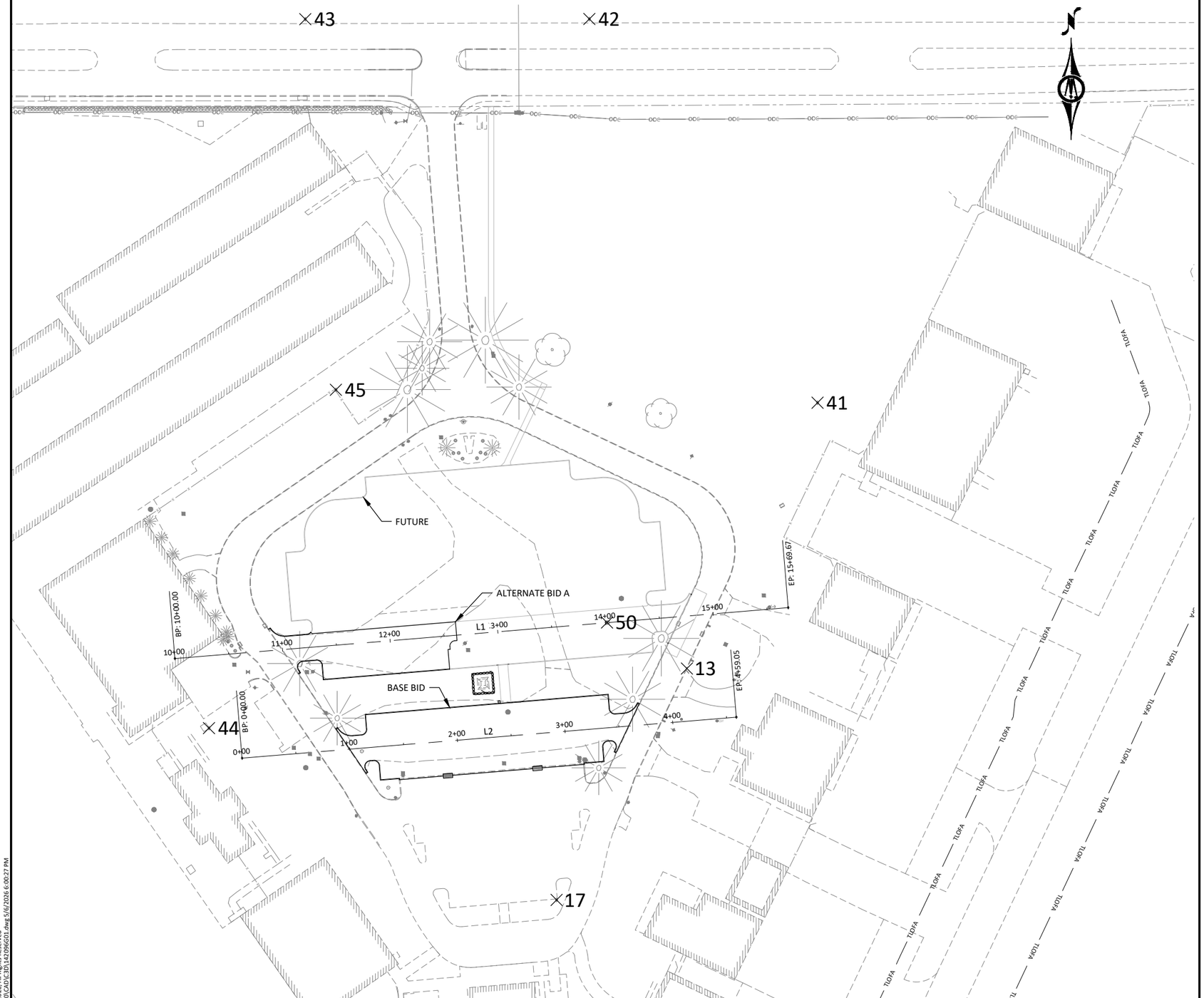
CITY OF ames

DESIGNED	TJN
DRAWN	TJN
CHECKED	GTJ
CLIENT PROJ. NO.	26X.142096.000

REV	DESCRIPTION	DATE

AMES MUNICIPAL AIRPORT
PARKING LOT IMPROVEMENTS
EXISTING CONDITIONS AND REMOVALS

SHEET F.01



ALIGNMENT - BASE BID

NUMBER	START STATION	END STATION	LENGTH	DELTA	RADIUS	CHORD	START NORTHING	START EASTING	END NORTHING	END EASTING	LINE / CHORD DIRECTION
L2	0+00	4+59.05	459.05'				3,462,791.77	4,887,749.17	3,462,829.71	4,888,206.65	N85° 15' 33"E

ALIGNMENT - ALTERNATE A BID

NUMBER	START STATION	END STATION	LENGTH	DELTA	RADIUS	CHORD	START NORTHING	START EASTING	END NORTHING	END EASTING	LINE / CHORD DIRECTION
L1	10+00	15+69.67	569.67'				3,462,883.88	4,887,686.96	3,462,931.05	4,888,254.67	N85° 15' 02"E

POINT NORTHING-EASTING DATA

POINT NUMBER	RAW DESCRIPTION	ELEVATION	NORTH	EAST
13	CNT /CUT X	921.446	3462874.72	4888160.99
17	VFCP / CUT X BOC	923.648	3462660.50	4888040.34
41	VFCP / 5/8" RBR OPC	920.097	3463120.73	4888281.87
42	VFCP / CUT X INTAKE	919.994	3463475.89	4888070.66
43	VFCP / CUT X INTAKE	918.391	3463475.72	4887807.67
44	VFCP / CUT X TRANSFORMER PAD	922.750	3462819.52	4887718.55
45	VFCP / 5/8" RBR OPC	923.244	3463132.68	4887836.02
50	VFBM / TIP OF RR SPIKE HEAD IN PPOLE	921.434	3462917.28	4888087.01

©Bolton & Menk, Inc. 2026. All Rights Reserved
H:\AMES\2.0X\142096X00\CAD\C3D\142096G01.dwg 5/6/2026 6:00:27 PM

HORZ. SCALE 0 50 100 FEET

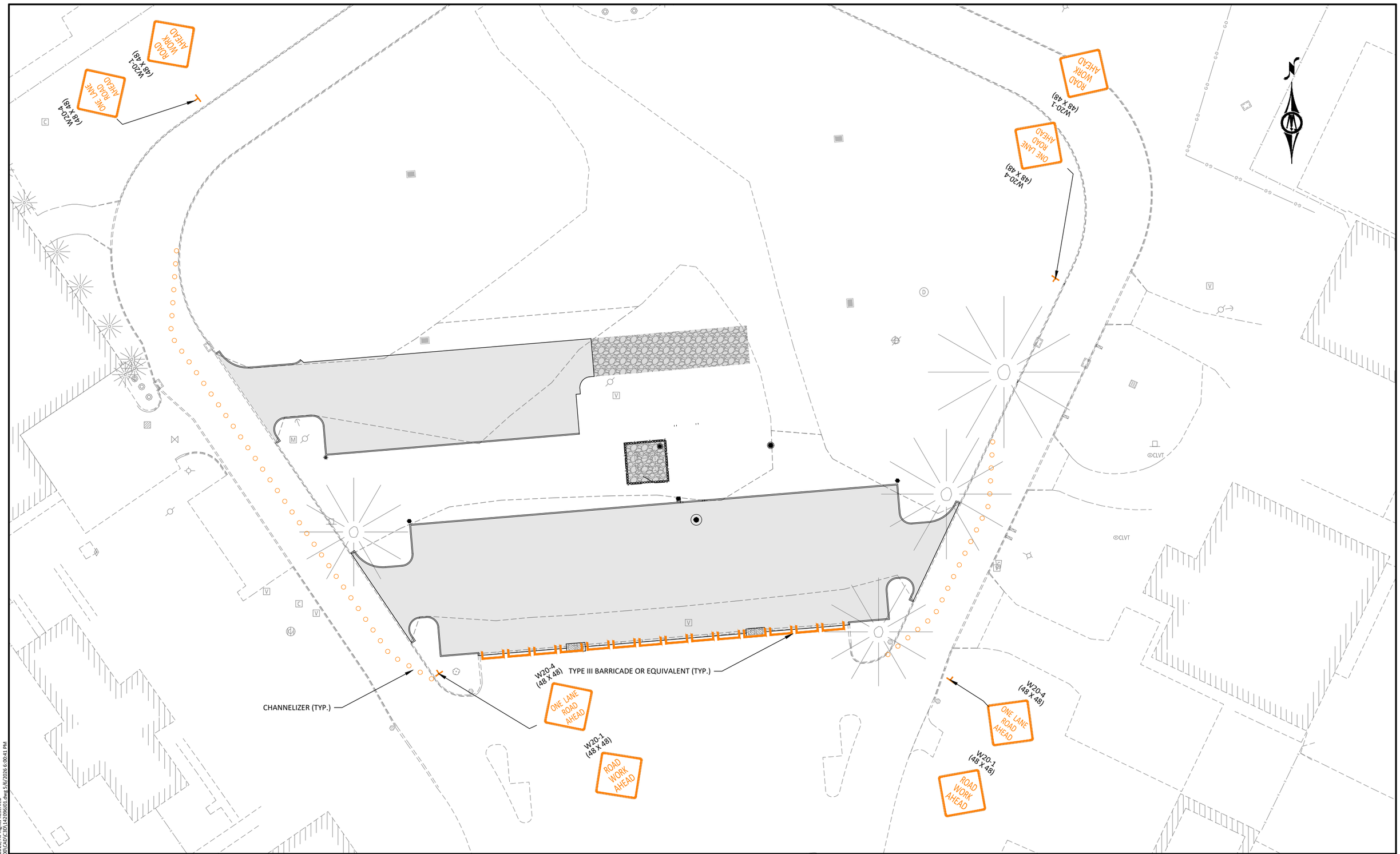
BOLTON & MENK
1519 BALTIMORE DRIVE
AMES, IA 50010
Phone: (515) 233-6100
Email: Ames@bolton-menk.com
www.bolton-menk.com

CITY OF ames

DESIGNED	REV	DESCRIPTION	DATE
TJN			
DRAWN: TJN			
CHECKED: GTJ			
CLIENT PROJ. NO.: 26X.142096.000			

AMES MUNICIPAL AIRPORT
PARKING LOT IMPROVEMENTS
SITE LAYOUT & CONTROL

SHEET G.01



©Bolton & Menk, Inc. 2026. All Rights Reserved
H:\AMES\26X\142096000\CAD\C3D\142096J01.dwg 5/6/2026 6:00:41 PM

HORZ. SCALE 0 20 40 FEET

BOLTON & MENK
1519 BALTIMORE DRIVE
AMES, IA 50010
Phone: (515) 233-6100
Email: Ames@bolton-menk.com
www.bolton-menk.com

CITY OF ames

DESIGNED	REV	DESCRIPTION	DATE
TJN			
DRAWN TJN			
CHECKED GTJ			
CLIENT PROJ. NO. 26X.142096.000			

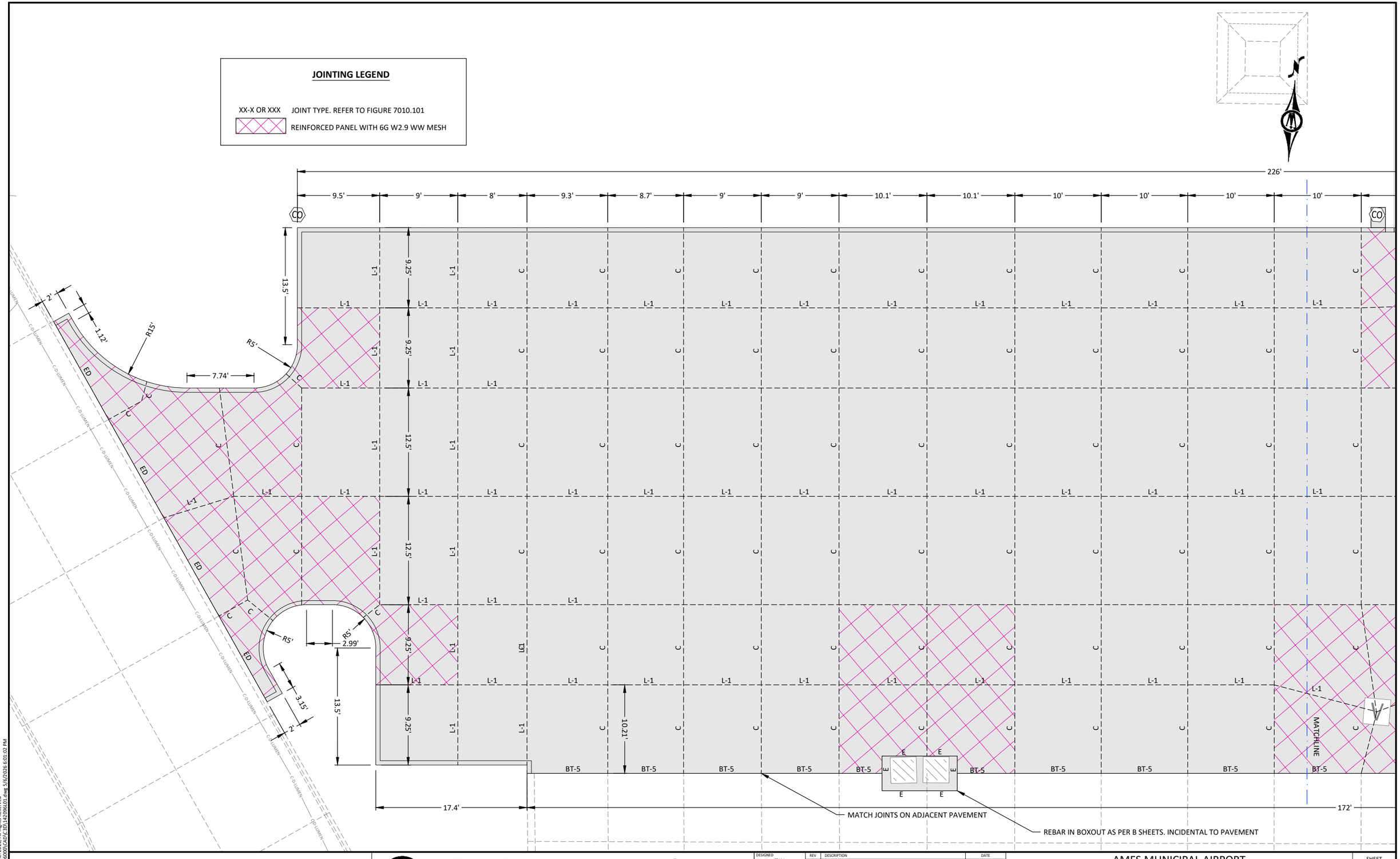
AMES MUNICIPAL AIRPORT
PARKING LOT IMPROVEMENTS
CONSTRUCTION SAFETY

SHEET J.01

JOINTING LEGEND

XX-X OR XXX — JOINT TYPE. REFER TO FIGURE 7010.101

REINFORCED PANEL WITH 6G W2.9 WW MESH



HORZ. SCALE 0 5 10 FEET

©Bolton & Menk, Inc. 2026, All Rights Reserved
H:\AMES\26X\142096000\CAD\C3D\142096101.dwg 5/6/2026 6:01:02 PM

BOLTON & MENK
1519 BALTIMORE DRIVE
AMES, IA 50010
Phone: (515) 233-6100
Email: Ames@bolton-menk.com
www.bolton-menk.com

CITY OF ames

DESIGNED	REV	DESCRIPTION	DATE
TJN			
DRAWN TJN			
CHECKED GTJ			
CLIENT PROJ. NO. 26X.142096.000			

AMES MUNICIPAL AIRPORT
PARKING LOT IMPROVEMENTS
JOINTING - BASE BID

SHEET L.01

JOINTING LEGEND

XX-X OR XXX JOINT TYPE. REFER TO FIGURE 7010.101

REINFORCED PANEL WITH 6G W2.9 WW MESH

226'

10' 10' 10' 10' 10' 9.7' 9' 9' 9' 9' 9' 9.5' 9'

CO CO

9.25' 9.25' 12.5' 9.25' 10.21'

13.5'

R5' R15' 7.55' 1.68' 2'

R5' R5' 1.97' 3.18' 2' 14'

18.5'

172'

MATCHLINE

BT-5 E C L-1 ED

REBAR IN BOXOUT AS PER B SHEETS. INCIDENTAL TO PAVEMENT

TO PAVEMENT

HORZ. SCALE 0 5 10 FEET

©Bolton & Menk, Inc. 2026. All Rights Reserved
H:\AMES\26X142096000\CAD\C3D\142096l01.dwg 5/6/2026 6:01:02 PM

BOLTON & MENK
1519 BALTIMORE DRIVE
AMES, IA 50010
Phone: (515) 233-6100
Email: Ames@bolton-menk.com
www.bolton-menk.com

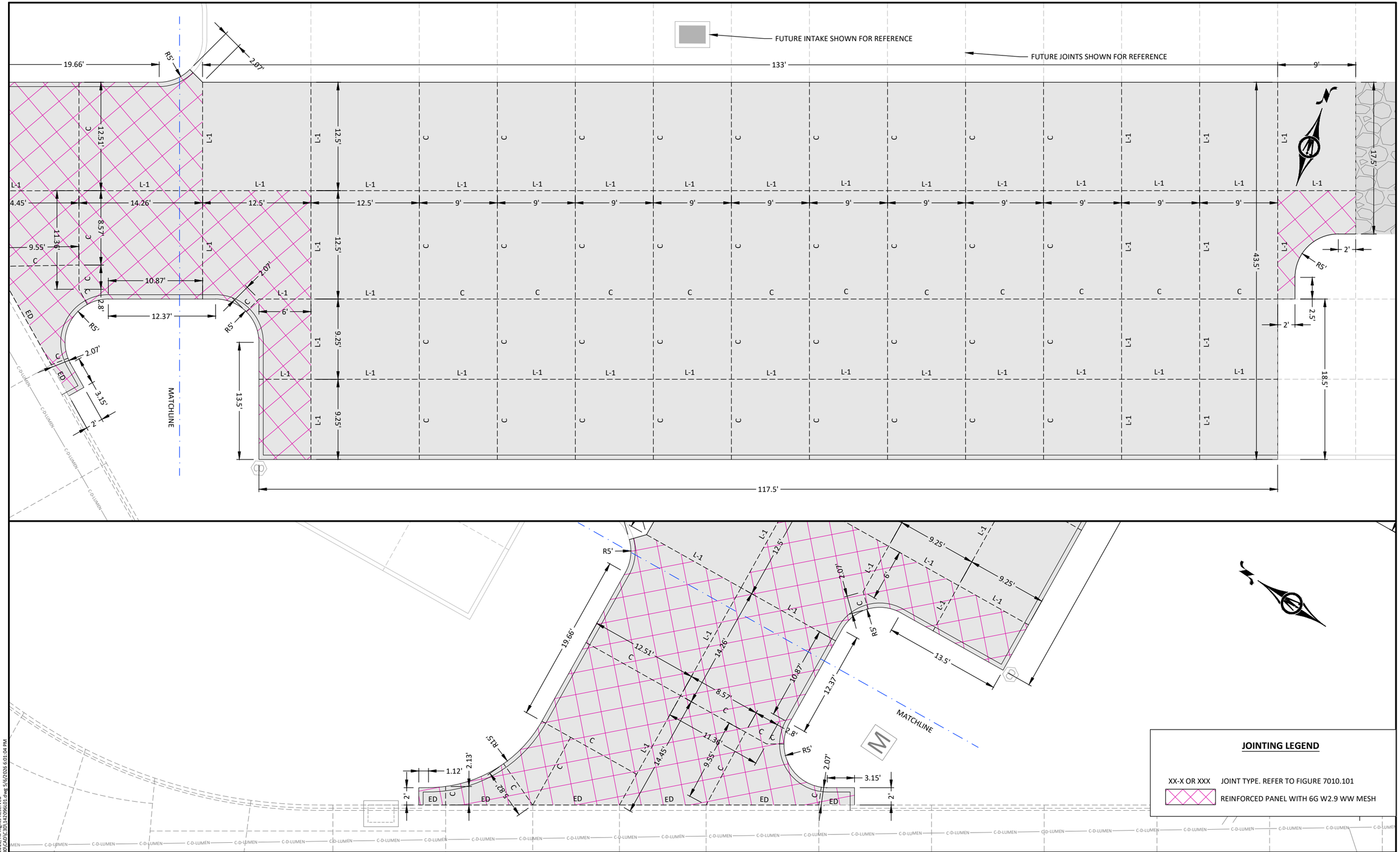
CITY OF ames

DESIGNED	TJN
DRAWN	TJN
CHECKED	GTJ
CLIENT PROJ. NO.	26X.142096.000

REV	DESCRIPTION	DATE

AMES MUNICIPAL AIRPORT
PARKING LOT IMPROVEMENTS
JOINTING - BASE BID

SHEET L.02



JOINTING LEGEND

XX-X OR XXX JOINT TYPE. REFER TO FIGURE 7010.101

REINFORCED PANEL WITH 6G W2.9 WW MESH

©Bolton & Menk, Inc. 2026. All Rights Reserved
H:\AMES\26X142096000\CAD\L3D\142096L01.dwg 5/6/2026 6:01:04 PM

HORZ. SCALE 0 5 10 FEET

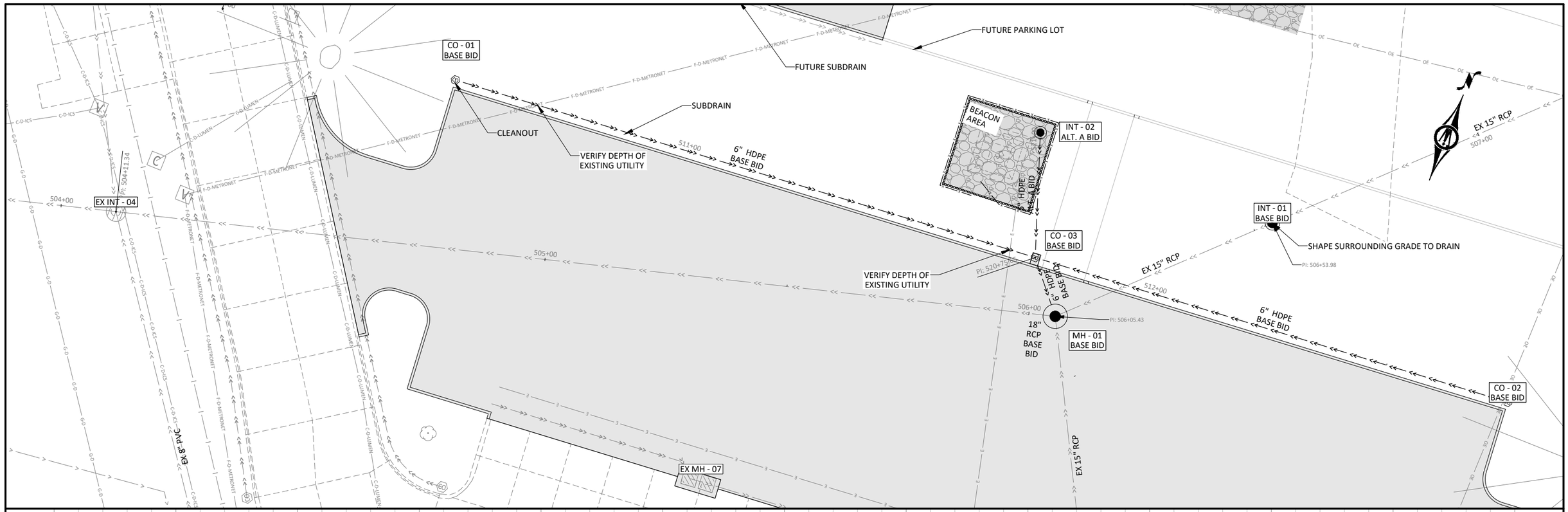
BOLTON & MENK
1519 BALTIMORE DRIVE
AMES, IA 50010
Phone: (515) 233-6100
Email: Ames@bolton-menk.com
www.bolton-menk.com

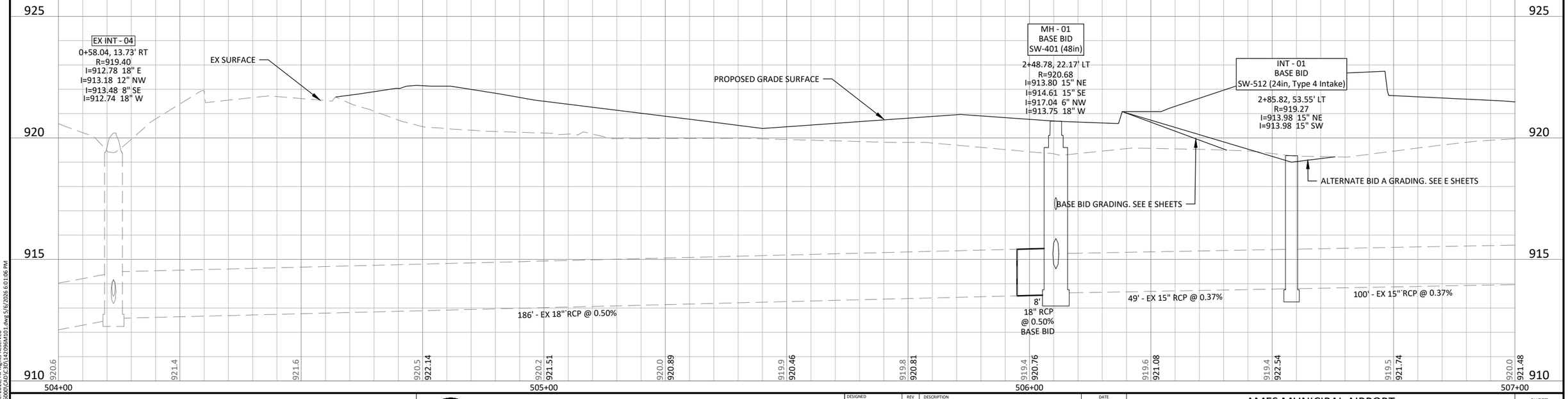
CITY OF ames

DESIGNED	REV	DESCRIPTION	DATE
TJN			
DRAWN			
TJN			
CHECKED			
GTJ			
CLIENT PROJ. NO.			
26X.142096.000			

AMES MUNICIPAL AIRPORT
PARKING LOT IMPROVEMENTS
JOINTING - ALTERNATE BID A

SHEET L.03





©Bolton & Menk, Inc. 2026, All Rights Reserved
H:\AMES\26X142096000\CAD\C3D\142096M101.dwg 5/6/2026 6:01:06 PM

HORZ. 0 10 20 SCALE FEET

VERT. 0 2 4 SCALE FEET

BOLTON & MENK
1519 BALTIMORE DRIVE
AMES, IA 50010
Phone: (515) 233-6100
Email: Ames@bolton-menk.com
www.bolton-menk.com

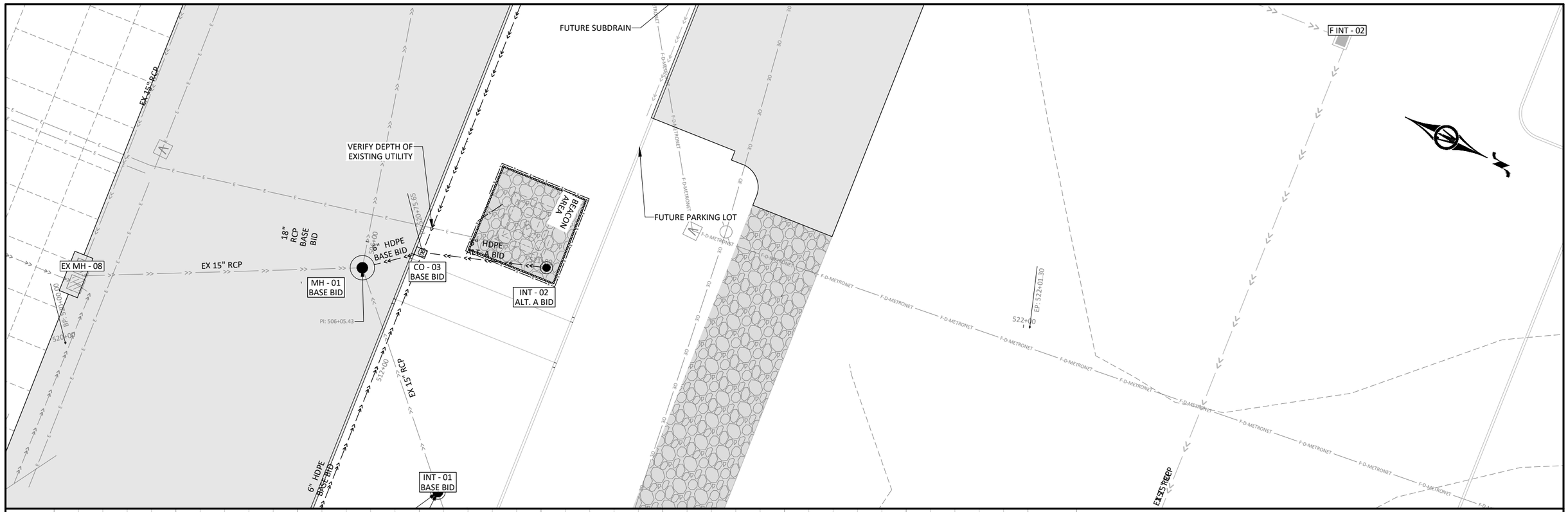
CITY OF ames

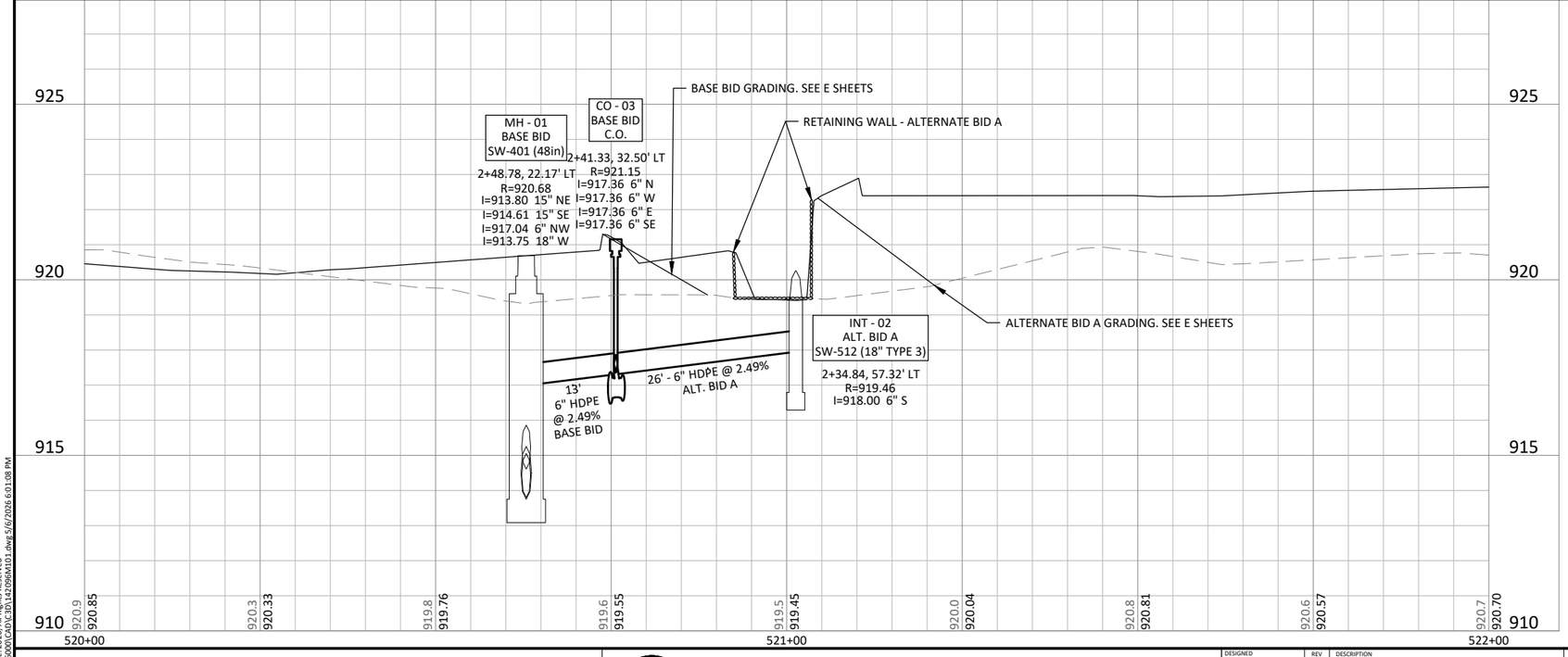
DESIGNED	TJN
DRAWN	TJN
CHECKED	GTJ
CLIENT PROJ. NO.	26X.142096.000

REV	DESCRIPTION	DATE

AMES MUNICIPAL AIRPORT
PARKING LOT IMPROVEMENTS
STORM SEWER PLAN & PROFILE

SHEET
M1.01





©Bolton & Menk, Inc. 2026, All Rights Reserved
H:\AMES\26X142096000\CAD\C3D\142096M101.dwg 5/6/2026 6:01:08 PM

HORZ. 0 10 20 SCALE FEET

VERT. 0 2 4 SCALE FEET

BOLTON & MENK
1519 BALTIMORE DRIVE
AMES, IA 50010
Phone: (515) 233-6100
Email: Ames@bolton-menk.com
www.bolton-menk.com

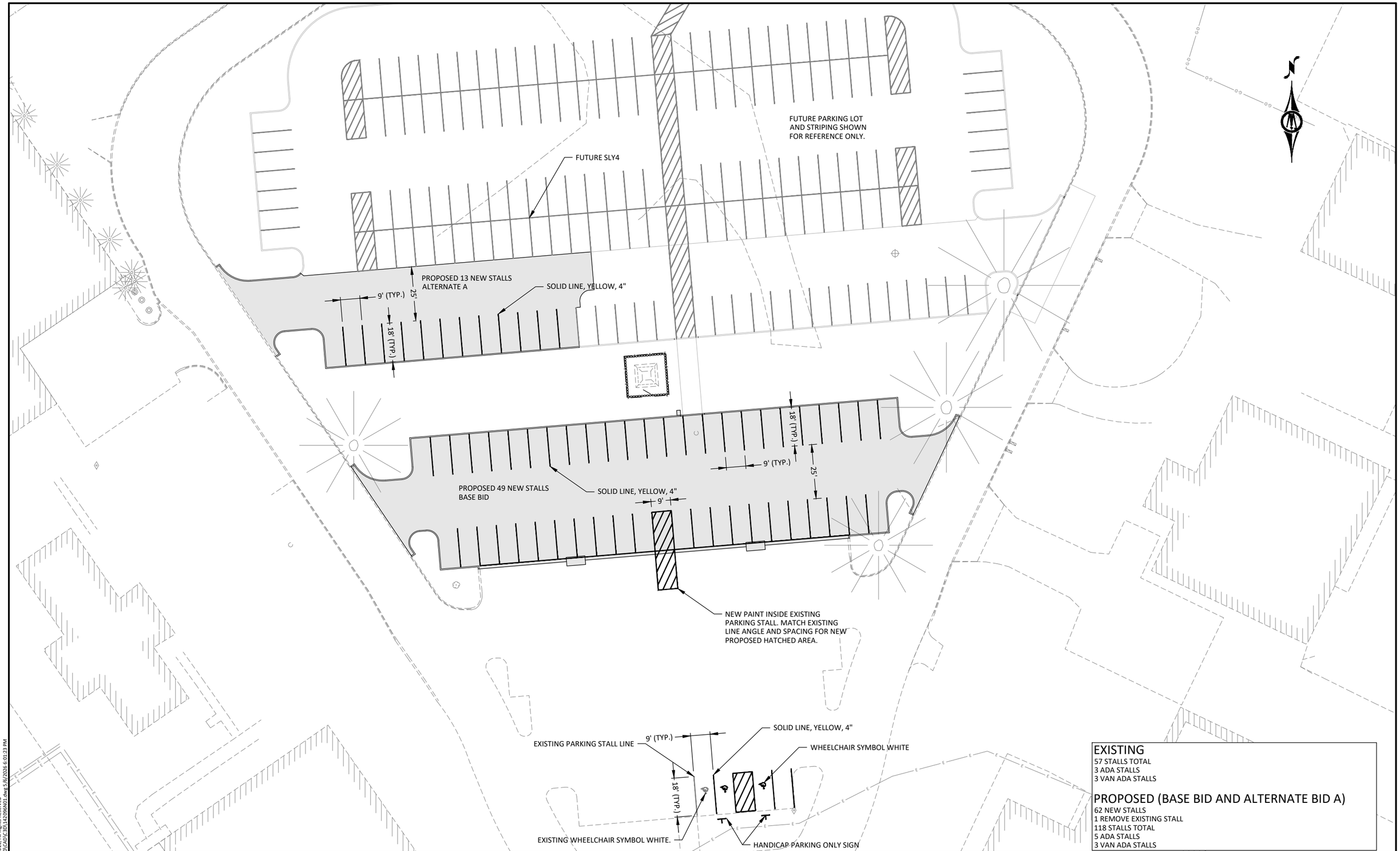
CITY OF ames

DESIGNED	TJN
DRAWN	TJN
CHECKED	GTJ
CLIENT PROJ. NO.	26X.142096.000

REV	DESCRIPTION	DATE

AMES MUNICIPAL AIRPORT
PARKING LOT IMPROVEMENTS
STORM SEWER PLAN & PROFILE

SHEET M1.02



EXISTING
57 STALLS TOTAL
3 ADA STALLS
3 VAN ADA STALLS

PROPOSED (BASE BID AND ALTERNATE BID A)
62 NEW STALLS
1 REMOVE EXISTING STALL
118 STALLS TOTAL
5 ADA STALLS
3 VAN ADA STALLS

HORZ. 0 20 40
SCALE FEET

©Bolton & Menk, Inc. 2026. All Rights Reserved
H:\AMES\26X142096000\CAD\C3D\142096N01.dwg 5/6/2026 6:01:23 PM

BOLTON & MENK
1519 BALTIMORE DRIVE
AMES, IA 50010
Phone: (515) 233-6100
Email: Ames@bolton-menk.com
www.bolton-menk.com

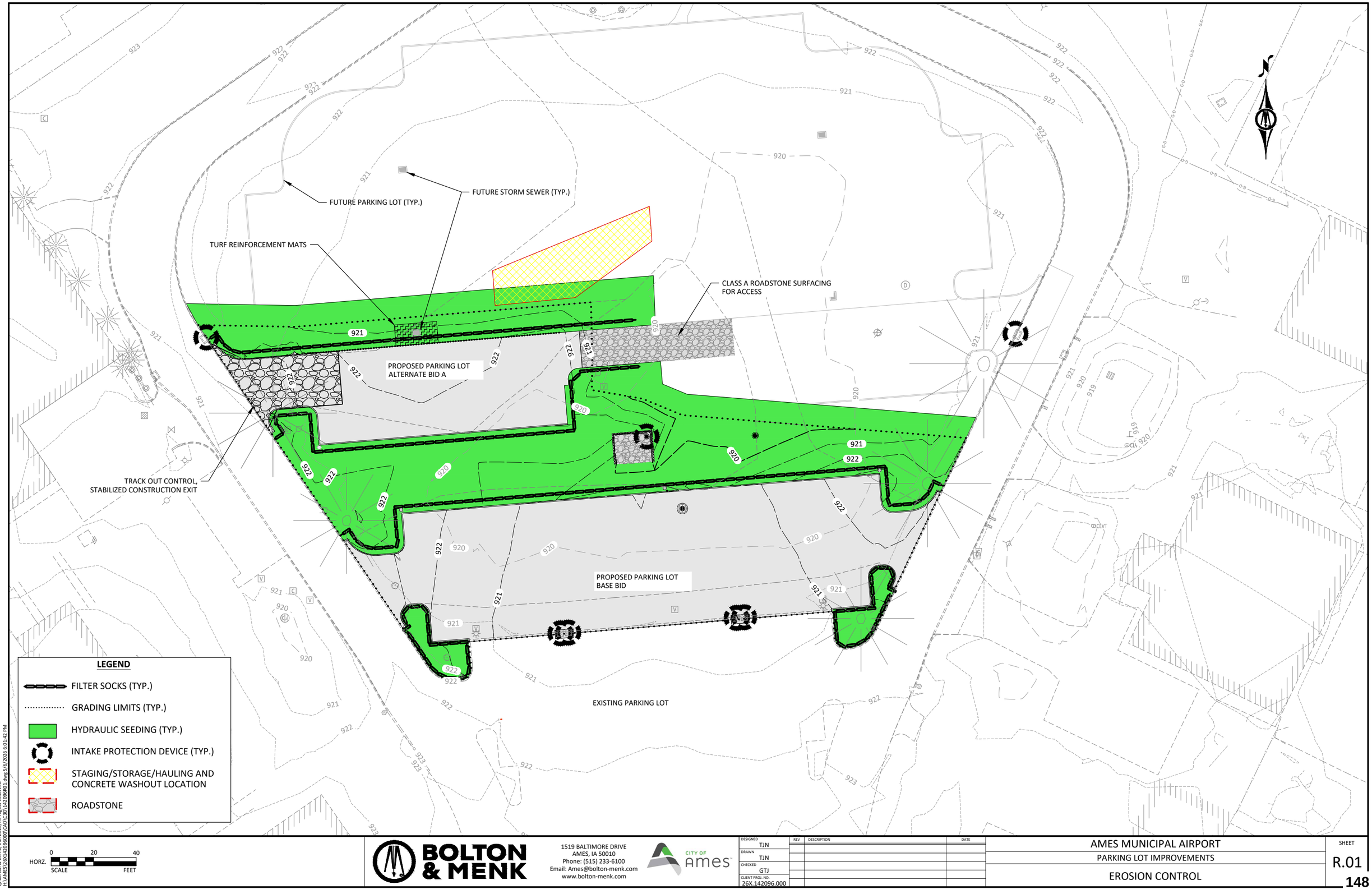
CITY OF ames

DESIGNED	TJN
DRAWN	TJN
CHECKED	GTJ
CLIENT PROJ. NO.	26X.142096.000

REV	DESCRIPTION	DATE

AMES MUNICIPAL AIRPORT
PARKING LOT IMPROVEMENTS
PAVEMENT MARKINGS

SHEET
N.01



©Bolton & Menk, Inc. 2026. All Rights Reserved
H:\AMES\26X142096000\CAD\C3D\142096R01.dwg 5/6/2026 6:01:42 PM

HORZ. SCALE 0 20 40 FEET

BOLTON & MENK
1519 BALTIMORE DRIVE
AMES, IA 50010
Phone: (515) 233-6100
Email: Ames@bolton-menk.com
www.bolton-menk.com

CITY OF ames

DESIGNED	TJN
DRAWN	TJN
CHECKED	GTJ
CLIENT PROJ. NO.	26X.142096.000

REV	DESCRIPTION	DATE

AMES MUNICIPAL AIRPORT
PARKING LOT IMPROVEMENTS
EROSION CONTROL

SHEET R.01

ENGINEER'S ESTIMATE

PARKING LOT IMPROVEMENTS

AMES MUNICIPAL AIRPORT

BMI PROJECT NO. 26X.142096.000

BOLTON & MENK

Real People. Real Solutions.

May 6, 2026

BASE BID

Item No.	Item Code	Item	Unit	Quantity	Unit Price	Total Amount
1	2010-D-1	TOPSOIL, ON-SITE	CY	145	$45.00	$6,525.00
2	2010-D-3	TOPSOIL, OFF-SITE, BORROW	CY	145	$45.00	$6,525.00
3	2010-E	EXCAVATION, CLASS 13 (UNCLASSIFIED EXCAVATION)	CY	185	$40.00	$7,400.00
4	2010-E	EXCAVATION, BORROW	CY	40	$40.00	$1,600.00
5	2010-G	SUBGRADE PREPARATION	SY	1900	$10.00	$19,000.00
6	2010-J	SUBBASE, MODIFIED, 6 INCHES	SY	1900	$15.00	$28,500.00
7	4040-A	SUBDRAIN, TYPE 1B, HDPE, 6 INCH	LF	250	$50.00	$12,500.00
8	4040-C-1	SUBDRAIN CLEANOUT, TYPE A-1, 6 INCH	EA	2	$1,500.00	$3,000.00
9	4040-999-C-1	SUBDRAIN CLEANOUT, TYPE A-1, 6 INCH, ADJUST	EA	2	$300.00	$600.00
10	6010-A	STORM MANHOLE, SW-401, 48 INCH	EA	1	$6,500.00	$6,500.00
11	6010-B	INTAKE, SW-512, 24' DIA WITH TYPE 4B CASTING	EA	1	$5,000.00	$5,000.00
12	6010-E	INTAKE ADJUSTMENT, MINOR	EA	4	$2,000.00	$8,000.00
13	6010-H	REMOVE MANHOLE	EA	1	$2,000.00	$2,000.00
14	7010-A	PAVEMENT, PCC, 6 INCH, C4	SY	1725	$90.00	$155,250.00
15	7010-999-X	PAVEMENT REINFORCING	SY	335	$25.00	$8,375.00
16	7030-B	REMOVAL OF CURB	LF	200	$75.00	$15,000.00
17	8010-999-A	HANDHOLE, NON-TRAFFIC RATED	EA	2	$4,000.00	$8,000.00
18	8010-999-B	HANDHOLE, TRAFFIC RATED	EA	1	$6,000.00	$6,000.00
19	8020-B	PAINTED PAVEMENT MARKINGS, WATERBORNE OR SOLVENT	SF	500	$15.00	$7,500.00
20	8020-G	PAINTED SYMBOLS AND LEGENDS, WATERBORNE OR SOLVENT	EA	2	$200.00	$400.00
21	8030-A	TEMPORARY TRAFFIC CONTROL	LS	1	$7,500.00	$7,500.00
22	9010-A	CONVENTIONAL SEEDING, SEEDING, FERTILIZING, AND MULCHING, TYPE 1 - PERMANENT LAWN	LS	1	$4,500.00	$4,500.00
23	9040-A-1	SWPPP PREPARATION	LS	1	$7,500.00	$7,500.00
24	9040-A-2	SWPPP MANAGEMENT	LS	1	$5,000.00	$5,000.00
25	9040-D-1	FILTER SOCK, 9 INCH	LF	1500	$3.00	$4,500.00
26	9040-D-2	FILTER SOCKS, REMOVAL	LF	1500	$2.00	$3,000.00
27	9040-O-1	TRACK-OUT CONTROL	SY	150	$60.00	$9,000.00
28	9040-R	TURF REINFORCEMENT MATS	SQ	2	$100.00	$200.00
29	9040-T-1	INLET PROTECTION DEVICE, INTAKE	EA	7	$250.00	$1,750.00
30	11010-A	CONSTRUCTION SURVEY	LS	1	$30,000.00	$30,000.00
31	11020-A	MOBILIZATION	LS	1	$74,375.00	$74,375.00
32	11050-A	CONCRETE WASHOUT	LS	1	$10,000.00	$10,000.00

OPINION OF PROBABLE CONSTRUCTION COST: $465,000.00

ALTERNATE BID A (ADDITIONAL PARKING)

Item No.	Item Code	Item	Unit	Quantity	Unit Price	Total Amount
A1	2010-C	CLEARING AND GRUBBING	LS	1	$6,000.00	$6,000.00
A2	2010-D-1	TOPSOIL, ON-SITE	CY	195	$45.00	$8,775.00
A3	2010-D-3	DEDUCT- TOPSOIL, OFF-SITE, BORROW	CY	-145	$45.00	-$6,525.00
A4	2010-E	EXCAVATION, CLASS 13 (UNCLASSIFIED EXCAVATION)	CY	10	$40.00	$400.00
A5	2010-E	EXCAVATION, BORROW	CY	840	$40.00	$33,600.00
A6	2010-G	SUBGRADE PREPARATION	SY	875	$10.00	$8,750.00
A7	2010-J	CLASS A ROADSTONE SURFACING, 6 INCHES	SY	180	$20.00	$3,600.00
A8	2010-J	SUBBASE, MODIFIED, 6 INCHES	SY	875	$15.00	$13,125.00
A9	6010-999-X	INTAKE, 10 INCH	EA	1	$3,500.00	$3,500.00
A10	7010-A	PAVEMENT, PCC, 6 INCH, C4	SY	725	$90.00	$65,250.00
A11	7010-999-X	PAVEMENT REINFORCING	SY	130	$25.00	$3,250.00
A12	8020-B	PAINTED PAVEMENT MARKINGS, WATERBORNE OR SOLVENT	SF	125	$15.00	$1,875.00
A13	8030-A	TEMPORARY TRAFFIC CONTROL	LS	1	$3,000.00	$3,000.00
A14	9010-A	CONVENTIONAL SEEDING, SEEDING, FERTILIZING, AND MULCHING, TYPE 1 - PERMANENT LAWN	LS	1	$3,275.00	$3,275.00
A15	9040-D-1	FILTER SOCK, 9 INCH	LF	425	$3.00	$1,275.00
A16	9040-D-2	FILTER SOCKS, REMOVAL	LF	425	$2.00	$850.00
A17	9060-A-2	CHAIN LINK FENCE, COMMERCIAL, 72 INCH	LF	80	$175.00	$14,000.00
A18	9060-B	GATES, CHAIN LINK, 72 INCH	EA	1	$1,000.00	$1,000.00
A19	9070-A	MODULAR BLOCK RETAINING WALL	SFF	200	$100.00	$20,000.00

ALTERNATE BID A (ADDITIONAL PARKING) - PROBABLE CONSTRUCTION COST: $185,000.00

BASE BID PLUS ALTERNATE BID A - PROBABLE CONSTRUCTION COST: $650,000.00

ITEM #:	**28**
DATE:	**05-12-26**
DEPT:	**PW**

COUNCIL ACTION FORM

SUBJECT: 2025/26 ASPHALT STREET PAVEMENT IMPROVEMENTS (HILLCREST AVENUE, ELLIS STREET, KENTUCKY AVENUE, ILLINOIS AVENUE, INDIANA AVENUE, OKLAHOMA DRIVE, AND DELAWARE AVENUE)

BACKGROUND:

This annual Capital Improvement Plan (CIP) program utilizes rehabilitation and reconstruction techniques to improve existing Asphalt streets. These pavement improvements will restore structural integrity, serviceability, and rideability. Targeted streets are experiencing accelerated deterioration, and timely intervention will extend their service life. **The 2025/26 program locations include Hillcrest Avenue, Ellis Street, Kentucky Avenue, Illinois Avenue, Indiana Avenue, Oklahoma Drive and Delaware Avenue.**

City staff, along with engineering consultant HR Green, completed the design plans consistent with the Complete Street Plan. **On April 28, 2026, City Council directed staff to complete the plans with infill of sidewalk along the west side of Delaware Avenue and to explore future options for sidewalk infill on the east side of Delaware near the community gardens.** Plans and specifications for this project are now complete. Project revenue and estimated expenses as follows:

Description	Revenues	Expenses
2025/26 GO Bonds	$4,000,000	
Unallocated GO Bonds	425,000	
Water Systems Improvement Program	230,000	
Sanitary Sewer Systems Improvement Program	150,000	
Stormwater Improvement Program	150,000	
Construction		**$4,354,855**
Engineering (HR Green)		302,000
Administration		298,000
TOTAL	**$4,955,000**	**$4,954,855**

PUBLIC OUTREACH:

Staff sent letters to all area residents and met with several property owners to obtain input on staging, construction timing, infill of sidewalk, and special access needs. Comments received were supportive of the project and incorporated into the project phasing and design.

ALTERNATIVES:

1. Approve plans and specifications for the 2025/26 Asphalt Street Pavement Improvements (Hillcrest Ave, Ellis St, Kentucky Ave, Illinois Ave, Indiana Ave, Oklahoma Dr, and Delaware Ave) project, setting June 3, 2026, as the bid due date and June 9, 2026, as the date of Public Hearing.

2. Direct staff to revise the project.

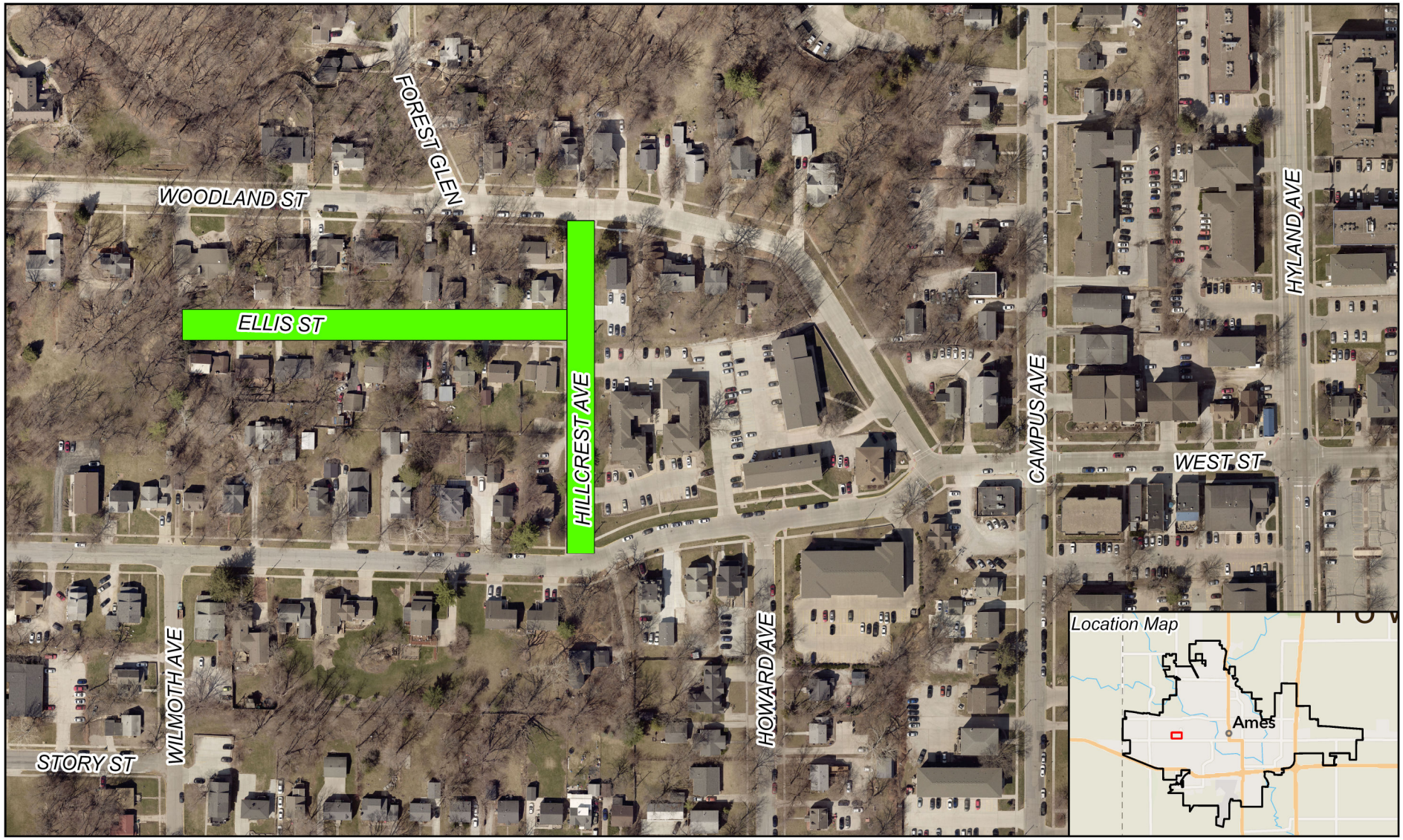
CITY MANAGER'S RECOMMENDED ACTION:

This project will restore structural integrity, serviceability, and rideability on several streets in the community. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as noted above.

ATTACHMENT(S):
2025-26 Asphalt (Hillcrest Ave and Ellis St) Location Map.pdf
2025-26 Asphalt Street Kentucky, Illinois, Indiana Location Map.pdf
Delaware and Oklahoma.pdf

2025-26 Asphalt Street Pavement Improvements

Hillcrest Ave and Ellis St

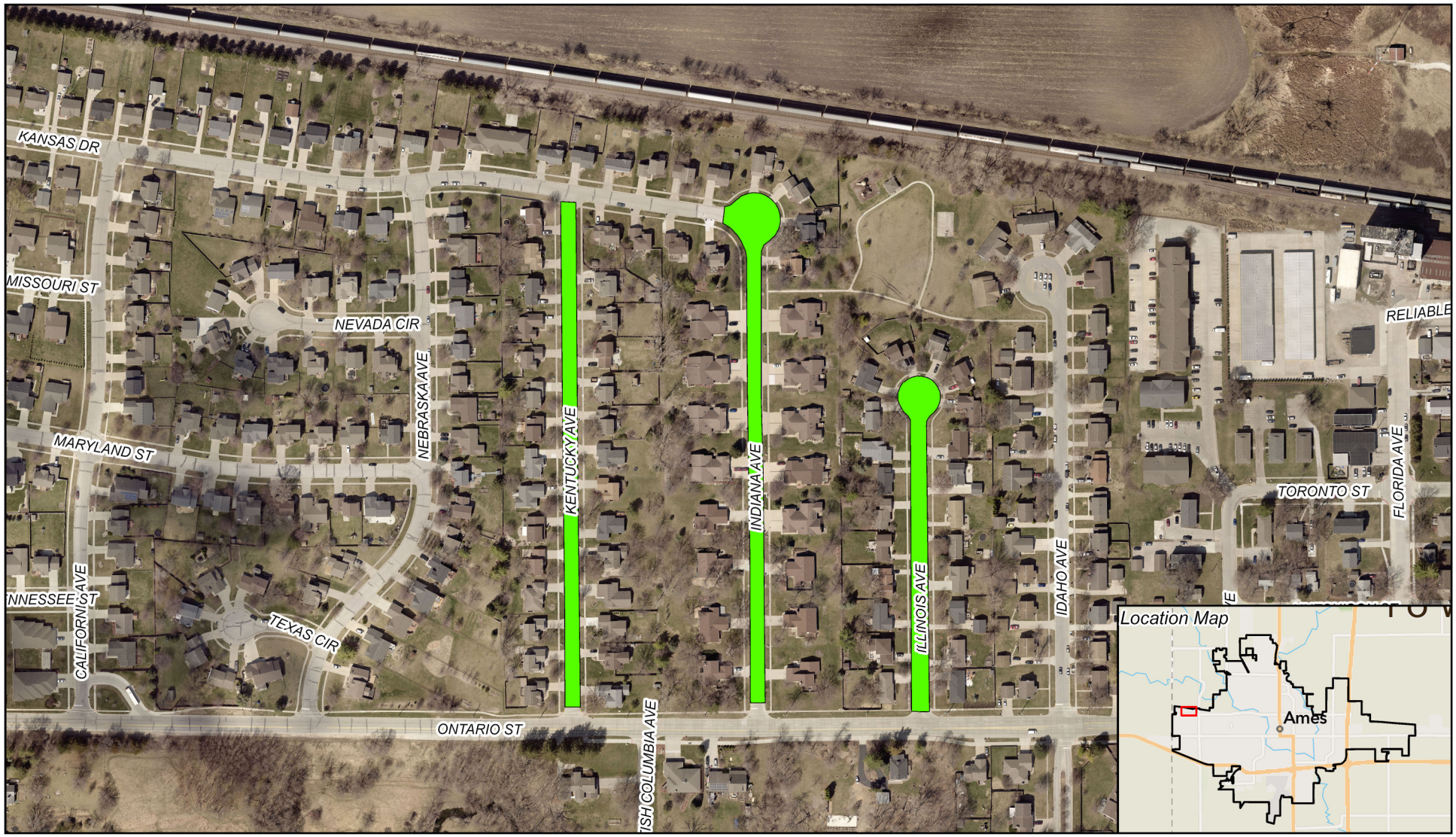


Project Location

N

2025-26 Asphalt Street Pavement Improvements

Kentucky Ave, Indiana Ave, Illinois Ave



Project Location

N

2025/26 Asphalt Street Pavement Improvements



Project Area

Sidewalk Extension

Delaware Ave - Ontario St to North Dakota Ave
Oklahoma Dr - Idaho Ave to Idaho Ave

N

ITEM #:	**29**
DATE:	**05-12-26**
DEPT:	**PW**

COUNCIL ACTION FORM

SUBJECT: 2023/24 MULTI-MODAL ROADWAY IMPROVEMENTS (SOMERSET IMPROVEMENTS - STANGE ROAD)

BACKGROUND:

At its September 23, 2025 meeting, the City Council approved a Professional Services Agreement with Shive-Hattery, Inc., of West Des Moines, Iowa, for the 2023/24 Multi-Modal Roadway Improvements (Somerset Improvements – Stange Road). As part of its proposal, Shive-Hattery included a design alternative that differed from the conceptual layout included in the Request for Proposal (RFP). These alternatives are included as attachments to this Council Action Form, with the Shive-Hattery proposal identified as Design Alternative A and the conceptual layout from the RFP identified as Design Alternative B.

Both alternatives reduce Stange Road to one lane in each direction between Northridge Parkway and Aspen Road, implement all-way stop control at both intersections, provide a dedicated bicycle facility to better separate bicyclists from pedestrians, and increase on-street parking where feasible.

At the February 10, 2026 meeting, City Council reviewed initial feedback gathered through coordination with the Somerset Property Owners Association and directed staff to conduct additional outreach to properties within 400 feet of the proposed project limits to ensure broader awareness and input, as there were questions regarding whether prior notifications reached all stakeholders.

Staff did follow up with the Somerset Property Owners Association following the February 10, 2026 meeting to ensure that the meeting information was included in the email that was sent out to all dues-paying members in the association. The association contact confirmed that the information was provided; however, it may have been overlooked because it came from the association and not the City directly.

ADDITIONAL PUBLIC OUTREACH:

Following Council direction, staff conducted additional targeted outreach to properties within approximately 400 feet of the project corridor. This outreach included direct mailing notification and distribution of an online feedback form, plus additional electronic mail to the property owner associations on both the east and west side of Stange Road.

The direct mailing represented 98 unique properties that received this additional notification. Staff received ten (10) feedback comments that represented eight (8) unique addresses. Feedback from both the initial and expanded outreach efforts is attached. **While the additional input reflects a wider range of perspectives, the results continue to demonstrate support for Design Alternative A, particularly in addressing the project's**

primary goals of improving safety and accessibility.

Across both outreach efforts, several consistent safety-related concerns were identified:

- Limited visibility at the intersections of Northridge Parkway and Aspen Road
- Excessive vehicle speeds through the corridor
- Difficulty and safety concerns for pedestrians crossing Stange Road
- Conflicts between vehicles, bicyclists, and pedestrians

Design Alternative A most directly addresses these concerns by reducing vehicle speeds, improving intersection control and visibility, and providing separated facilities for pedestrians and bicyclists.

The additional feedback did raise concerns regarding traffic flow, lane configurations, congestion, and access. However, these concerns are generally related to route preference and system efficiency, rather than the underlying safety issues the project is intended to address. The project is designed and budgeted to fit within the existing pavement geometry to address safety issues along a pedestrian heavy segment of the Stange Road corridor. Future planning and engineering efforts could look at the Stange Road corridor in its entirety when it is in need of full reconstruction.

Overall, the expanded outreach reaffirmed that Design Alternative A best aligns with the community's safety priorities and the project's intended outcomes.

TRAFFIC IMPACTS ALONG G.W. CARVER:

As discussed at the September 23, 2025 City Council meeting, forecasted 2050 traffic volumes do not support the need for four lanes along this segment of Stange Road. Staff anticipates that a portion of through traffic will shift west to G.W. Carver Avenue between Bloomington Road and 24th Street. While some increase in traffic on G.W. Carver Avenue is likely to occur, any resulting operational issues can be more effectively managed and mitigated on that corridor. This allows Stange Road to transition to a safer, more accessible, and context-appropriate facility that prioritizes local access, pedestrian activity, and multimodal use.

G.W. Carver Avenue is better suited to serve as the primary through route in this area due to its corridor characteristics, including fewer side street connections and limited direct driveway access. These features make it more conducive to efficiently accommodating higher traffic volumes and implementing future traffic control measures if warranted.

In contrast, Stange Road functions as a mixed-use corridor with direct access to adjacent businesses and residences, frequent turning movements, and higher pedestrian and bicycle activity. As a result, traffic-related issues such as congestion, access conflicts, and safety concerns are more difficult to address along Stange Road without compromising the corridor's function and safety.

CONTRACT AMENDMENT:

Based on the preference for Design Alternative A, staff worked with Shive-Hattery to prepare a contract amendment revising the project scope to include design services for that alternative. The original Professional Services Agreement approved by City Council was in the amount of

$55,000. Additional services included in the amendment involve the design of a dedicated shared-use path along the east side of the crescent green space, added pavement design for new driveway connections serving the west-side parking area, and storm sewer modifications to address flooding concerns identified during the public engagement process. The proposed amendment totals $27,000.

Preliminary cost estimates for both design alternatives are included in the attachments. Design Alternative A has an estimated cost of $546,745, compared to $388,889 for Design Alternative B. The higher cost for Alternative A reflects the same additional elements that drive the increased design scope as described above.

The project is programmed with $450,000 of Road Use Tax funding in the 2023/24 Multi-Modal Roadway Improvements Program. Project savings from previous fiscal year projects in this program have resulted in an available balance of $225,828 to fund the proposed contract amendment and the higher construction cost associated with Design Alternative A. The table below shows the anticipated revenues and expenses for the project.

Expenses	Amount	Revenues	Amount
Design (Original Contract)	$55,000		
Design Amendment (This Council Action)	**$27,000**		
Construction (Design Alternative A)	**$546,745**		
Administration	$30,000		
		FY 2023/24 Multi-Modal Roadway Improvements	$450,000
		Multi-Modal Roadway Improvements Road Use Tax Balance	$225,828
Totals	**$658,745**		**$675,828**

Providing direction regarding the design alternative and approving the contract amendment will allow staff to proceed with further refinement of project design with the goal of returning to City Council at a future date for approval of plans and specifications for 2027 construction of the project.

ALTERNATIVES:

1. a. Direct staff to proceed with Design Alternative A for the 2023/24 Multi-Modal Roadway Improvements (Somerset Improvements - Stange Road).

   b. Approve Amendment No. 1 to the design contract with Shive-Hattery, Inc. of West Des Moines, IA, in the amount of $27,000.

2. Direct staff to proceed with Design Alternative B for the 2023/24 Multi-Modal Roadway Improvements (Somerset Improvements - Stange Road).

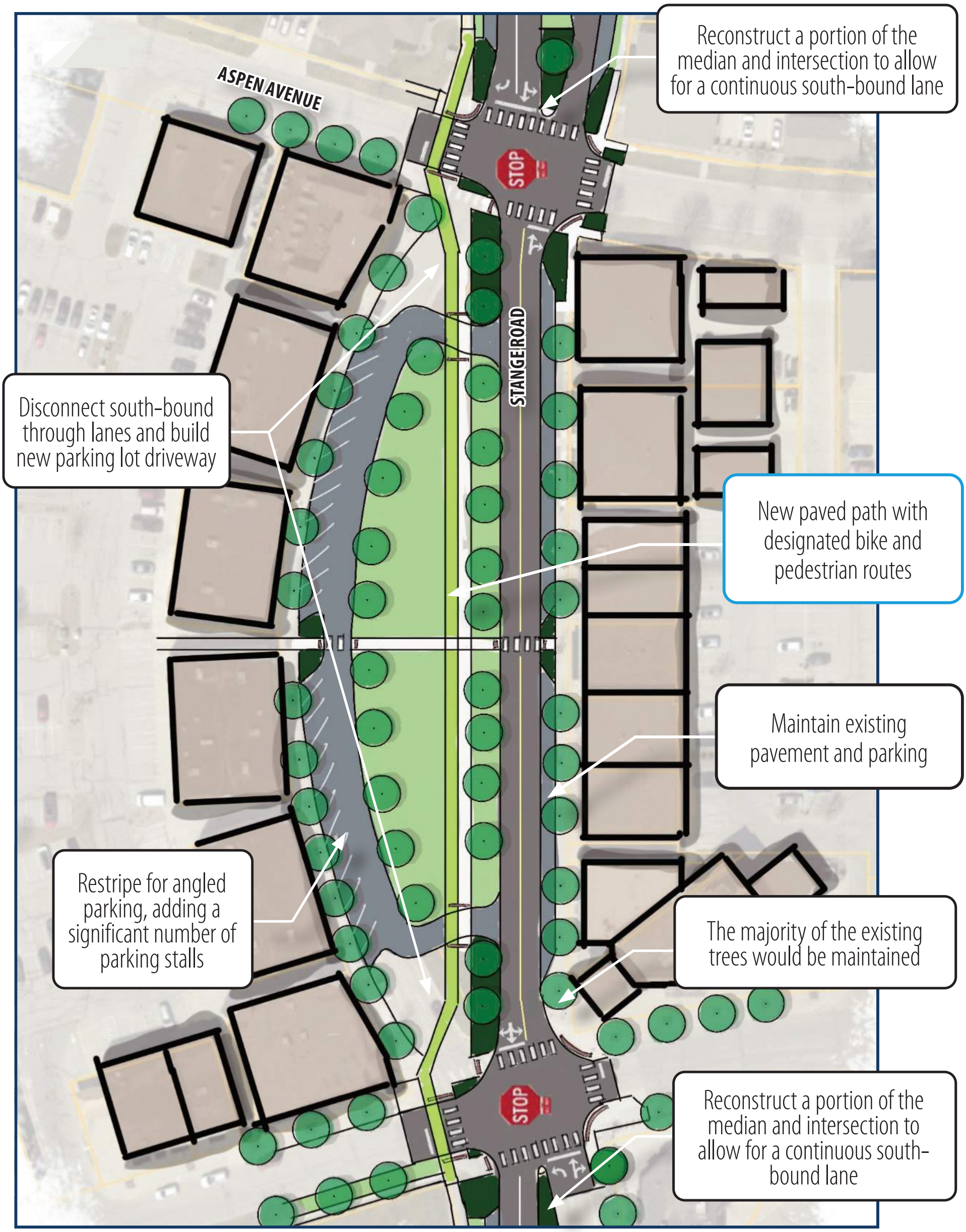
3. Direct staff to consider different design alternatives for the 2023/24 Multi-Modal Roadway Improvements (Somerset Improvements - Stange Road).

CITY MANAGER'S RECOMMENDED ACTION:

Based on staff evaluation and public feedback received, Design Alternative A is best suited to address the project's goals of improving the safety of all transportation modes through this area, and increasing the prioritization of bicycles and pedestrians traveling to and through the area. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as described above.

ATTACHMENT(S):
Design_Alternatives.pdf
Cost_Estimates.pdf
Mailing List Map (400' Buffer).png
2026-01-16 Feedback Results.pdf
2026-04-27 Feedback Results.pdf
Amendment 1 - Stange Multi-Modal.pdf

Design Alternative A



Design Alternative B

Build ADA Compliant Bus Stop

Aspen Rd

STOP

ALL WAY

West Side:
Existing = Approx. 20 Parallel Stalls
Proposed = 20 Parallel Stalls

East Side:
Existing = Approx. 18 Parallel Stalls
Proposed = 26 + 2 ADA Angled Stalls

STOP

ALL WAY

Northridge Pkwy

Build ADA Compliant Bus Stop

SHIVEHATTERY
ARCHITECTURE + ENGINEERING

CITY OF ames

City of Ames
Somerset Improvements - Stange Road
Engineer's Opinion of Probable Construction Costs - Alternative A
January 29, 2026

ITEM NO.	ITEM	UNIT	QUANTITY		UNIT PRICE		DIVISION I COST
1	Clearing and Grubbing	LS	1	* $	5,000.00	= $	5,000.00
2	Topsoil	LS	1	* $	5,000.00	= $	5,000.00
3	Excavation, Class 10	LS	1	* $	10,000.00	= $	10,000.00
4	Subgrade Preparation	SY	655	* $	7.50	= $	4,912.50
5	Subbase, Modified	SY	655	* $	15.00	= $	9,825.00
6	Compaction Testing	LS	1	* $	4,500.00	= $	4,500.00
7	Storm Sewer, Trenched, RCP, 15 in.	LF	38	* $	90.00	= $	3,420.00
8	Storm Sewer, Trenched, RCP, 30 in.	LF	20	* $	150.00	= $	3,000.00
9	Storm Sewer, Trenched, RCP, 36 in.	LF	57	* $	180.00	= $	10,260.00
10	Removal of Storm Sewer, Any Type, Any Size	LF	20	* $	30.00	= $	600.00
11	Subdrain, Perforated, 4 in.	LF	500	* $	20.00	= $	10,000.00
12	Subdrain Cleanout, Riser, 6 in.	EA	4	* $	1,100.00	= $	4,400.00
13	Subdrain Outlets and Connections, Intake, 4 in.	EA	4	* $	275.00	= $	1,100.00
14	Valve Box Extension	EA	1	* $	750.00	= $	750.00
15	Manhole, SW-401, 48 in.	EA	2	* $	6,000.00	= $	12,000.00
16	Intake, SW-501	EA	2	* $	5,000.00	= $	10,000.00
17	Intake, SW-505	EA	1	* $	8,000.00	= $	8,000.00
18	Manhole Adjustment, Minor	EA	2	* $	1,750.00	= $	3,500.00
19	Remove Intake	EA	3	* $	1,000.00	= $	3,000.00
20	Pavement, PCC, 9 in.	SY	480	* $	75.00	= $	36,000.00
21	Removal of Sidewalk	SY	280	* $	15.00	= $	4,200.00
22	Shared Use Path, PCC, 6 in.	SY	672	* $	75.00	= $	50,400.00
23	Special Subgrade Preparation for Shared Use Path	SY	1018	* $	10.00	= $	10,180.00
24	Sidewalk, PCC, 6 in.	SY	450	* $	75.00	= $	33,750.00
25	Detectable Warning	SF	260	* $	60.00	= $	15,600.00
26	Driveway, Paved, PCC, 8 in.	SY	396	* $	85.00	= $	33,660.00
27	Pavement Removal	SY	1445	* $	10.00	= $	14,450.00
28	Painted Pavement Markings, High-Build	STA	47.2	* $	30.00	= $	1,416.00
29	Precut Symbols and Legends, Thermoplastic	EA	6	* $	525.00	= $	3,150.00
30	Pavement Markings Removed	STA	11.5	* $	70.00	= $	805.00
31	Grooves Cut for Pavement Markings	STA	47.2	* $	30.00	= $	1,416.00
32	Grooves Cut for Symbols and Legends	EA	6	* $	225.00	= $	1,350.00
33	Temporary Traffic Control	LS	1	* $	30,000.00	= $	30,000.00
34	Traffic Sign, Type A Assembly	EA	20	* $	250.00	= $	5,000.00
35	Remove and Salvage Traffic Sign Assembly	EA	10	* $	110.00	= $	1,100.00
36	Watering	MGAL	31	* $	75.00	= $	2,325.00
37	Sod	SY	1590	* $	7.50	= $	11,925.00
38	SWPPP Preparation	LS	1	* $	7,500.00	= $	7,500.00
39	SWPPP Management	LS	1	* $	4,000.00	= $	4,000.00
40	Filter Sock, 9 in.	LF	1500	* $	2.50	= $	3,750.00
41	Filter Socks, Removal	LF	1500	* $	0.50	= $	750.00
42	Inlet Protection Device, Grate	EA	11	* $	125.00	= $	1,375.00
43	Inlet Protection Device, Maintenance	EA	11	* $	25.00	= $	275.00
44	Construction Survey	LS	1	* $	15,000.00	= $	15,000.00
45	Mobilization	LS	1	* $	22,000.00	= $	22,000.00
46	Concrete Washout	LS	1	* $	5,000.00	= $	5,000.00
47	Remove Light Pole and Footing	EA	4	* $	500.00	= $	2,000.00
48	Light Pole Footing	EA	4	* $	2,000.00	= $	8,000.00
49	RRFB	LS	1	* $	20,000.00	= $	20,000.00
					CONSTRUCTION SUBTOTAL		$455,645
					CONTINGENCY (20%)		$91,100
					TOTAL		**$546,745**

**TOTAL PROJECT COSTS AND CONSTRUCTION COSTS PROVIDED HEREIN ARE MADE ON THE BASIS OF ENGINEER'S EXPERIENCE AND QUALIFICATIONS AND REPRESENT THE ENGINEER'S BEST JUDGMENT. HOWEVER, THE ENGINEER CANNOT AND DOES NOT GUARANTEE THAT BIDS OR ACTUAL TOTAL PROJECT OR CONSTRUCTION COSTS WILL NOT VARY FROM THE OPINION OF PROBABLE CONSTRUCTION COST. THIS OPINION IS INTENDED TO ASSIST IN BUDGETARY ASSESSMENT AND DOES NOT GUARANTEE THAT ACTUAL PROJECT COSTS WILL NOT EXCEED OR BE LOWER THAN THE AMOUNTS STATED IN THIS OPINION.

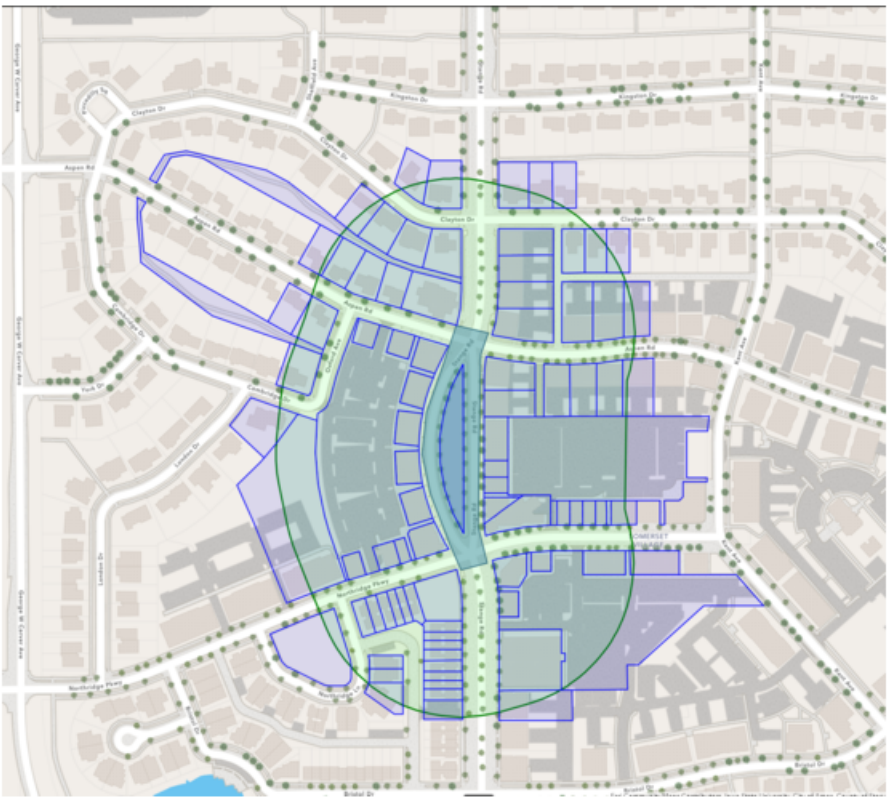
SHIVEHATTERY
ARCHITECTURE + ENGINEERING

CITY OF ames

City of Ames
Somerset Improvements - Stange Road
Engineer's Opinion of Probable Construction Costs - Alternative B
January 29, 2026

ITEM NO.	ITEM	UNIT	QUANTITY		UNIT PRICE		DIVISION I COST
1	Clearing and Grubbing	LS	1	* $	5,000.00	= $	5,000.00
2	Topsoil	LS	1	* $	5,000.00	= $	5,000.00
3	Excavation, Class 10	LS	1	* $	10,000.00	= $	10,000.00
4	Subgrade Preparation	SY	586	* $	7.50	= $	4,395.00
5	Subbase, Modified	SY	586	* $	15.00	= $	8,790.00
6	Compaction Testing	LS	1	* $	4,500.00	= $	4,500.00
7	Storm Sewer, Trenched, RCP, 15 in.	LF	12	* $	90.00	= $	1,080.00
8	Storm Sewer, Trenched, RCP, 30 in.	LF		* $	150.00	= $	-
9	Storm Sewer, Trenched, RCP, 36 in.	LF		* $	180.00	= $	-
10	Removal of Storm Sewer, Any Type, Any Size	LF		* $	30.00	= $	-
11	Subdrain, Perforated, 4 in.	LF	536	* $	20.00	= $	10,720.00
12	Subdrain Cleanout, Riser, 6 in.	EA	6	* $	1,100.00	= $	6,600.00
13	Subdrain Outlets and Connections, Intake, 4 in.	EA	5	* $	275.00	= $	1,375.00
14	Valve Box Extension	EA	8	* $	750.00	= $	6,000.00
15	Manhole, SW-401, 48 in.	EA		* $	6,000.00	= $	-
16	Intake, SW-501	EA		* $	5,000.00	= $	-
17	Intake, SW-505	EA	1	* $	8,000.00	= $	8,000.00
18	Manhole Adjustment, Minor	EA	1	* $	1,750.00	= $	1,750.00
19	Remove Intake	EA		* $	1,000.00	= $	-
20	Pavement, PCC, 9 in.	SY	411	* $	75.00	= $	30,825.00
21	Removal of Sidewalk	SY	286	* $	15.00	= $	4,290.00
22	Shared Use Path, PCC, 6 in.	SY		* $	75.00	= $	-
23	Special Subgrade Preparation for Shared Use Path	SY		* $	10.00	= $	-
24	Sidewalk, PCC, 6 in.	SY	740	* $	75.00	= $	55,500.00
25	Detectable Warning	SF	220	* $	60.00	= $	13,200.00
26	Driveway, Paved, PCC, 8 in.	SY		* $	85.00	= $	-
27	Pavement Removal	SY	860	* $	10.00	= $	8,600.00
28	Painted Pavement Markings, High-Build	STA	66.1	* $	30.00	= $	1,983.00
29	Precut Symbols and Legends, Thermoplastic	EA	6	* $	525.00	= $	3,150.00
30	Pavement Markings Removed	STA	20.5	* $	70.00	= $	1,435.00
31	Grooves Cut for Pavement Markings	STA	66.1	* $	30.00	= $	1,983.00
32	Grooves Cut for Symbols and Legends	EA	6	* $	225.00	= $	1,350.00
33	Temporary Traffic Control	LS	1	* $	30,000.00	= $	30,000.00
34	Traffic Sign, Type A Assembly	EA	20	* $	250.00	= $	5,000.00
35	Remove and Salvage Traffic Sign Assembly	EA	10	* $	110.00	= $	1,100.00
36	Watering	MGAL	5	* $	75.00	= $	375.00
37	Sod	SY	225	* $	7.50	= $	1,687.50
38	SWPPP Preparation	LS	1	* $	7,500.00	= $	7,500.00
39	SWPPP Management	LS	1	* $	4,000.00	= $	4,000.00
40	Filter Sock, 9 in.	LF	750	* $	2.50	= $	1,875.00
41	Filter Socks, Removal	LF	750	* $	0.50	= $	375.00
42	Inlet Protection Device, Grate	EA	11	* $	125.00	= $	1,375.00
43	Inlet Protection Device, Maintenance	EA	11	* $	25.00	= $	275.00
44	Construction Survey	LS	1	* $	15,000.00	= $	15,000.00
45	Mobilization	LS	1	* $	15,000.00	= $	15,000.00
46	Concrete Washout	LS	1	* $	5,000.00	= $	5,000.00
47	Remove Light Pole and Footing	EA		* $	500.00	= $	-
48	Light Pole Footing	EA		* $	2,000.00	= $	-
49	RRFB	LS	2	* $	20,000.00	= $	40,000.00
					CONSTRUCTION SUBTOTAL		$324,089
					CONTINGENCY (20%)		$64,800
					TOTAL		**$388,889**

**TOTAL PROJECT COSTS AND CONSTRUCTION COSTS PROVIDED HEREIN ARE MADE ON THE BASIS OF ENGINEER'S EXPERIENCE AND QUALIFICATIONS AND REPRESENT THE ENGINEER'S BEST JUDGMENT. HOWEVER, THE ENGINEER CANNOT AND DOES NOT GUARANTEE THAT BIDS OR ACTUAL TOTAL PROJECT OR CONSTRUCTION COSTS WILL NOT VARY FROM THE OPINION OF PROBABLE CONSTRUCTION COST. THIS OPINION IS INTENDED TO ASSIST IN BUDGETARY ASSESSMENT AND DOES NOT GUARANTEE THAT ACTUAL PROJECT COSTS WILL NOT EXCEED OR BE LOWER THAN THE AMOUNTS STATED IN THIS OPINION.


Clayton Dr
Aspen Rd
Northridge Pkwy
Bristol Dr
London Dr
York Dr
Cranbrook Dr
Kingston Dr
Kingston Ct
George W Carver Ave
Dwight Rd
Dwight Ct
Dwight Ln
Dwight Ave
Dwight Pl
Dwight Cir
Dwight Way
Dwight Rd
Aspen Rd
Clayton Dr
Northridge Pkwy
Bristol Dr
Kingston Dr
Kingston Ct
Kingston Ter
Clayton Dr
Aspen Rd
Aspen Ct
Aspen Ln
Aspen Ave
Cranbrook Dr
York Dr
London Dr
London Ct
George W Carver Ave
Northridge Pkwy
Northridge Ct
Northridge Cir
Bristol Dr
Bristol Ct
Bristol Ln
Bristol Ave
Bristol Cir
Bristol Pl
Bristol Way
Bristol Dr
Bristol Ct
Bristol Ln
Bristol Ave
Bristol Cir
Bristol Pl
Bristol Way
Bristol Dr

Stange Improvements - January Feedback Results

Name (optional):	Which alternative do you prefer Alternative A or Alternative B? Why?	Do you have any concerns about the proposed alternatives?	Are there any neighborhood events we should be aware of during construction?	Are there any issues you experience in the area? (Stormwater, parking, accessibility, etc.)	Are there any additional suggestions or ideas you'd like to share?
Justin Dodge	Neither - we need to keep 4 lanes through Somerset. With more Northern growth, we need to be able to move traffic through this area	Yes, I believe it constrains the traffic flow too much	I can't think of any	I am most concerned about the lack of sight towards oncoming traffic - making a turn onto Stange is very dangerous.	Let's take out the crescent to help straighten the road, add parking and add stop signs.
Bill Woodward	Alternative A, B does not solve the visibility issue in trying to turn left from the east side of Stange off of Northridge Parkway and it could potentially make it much worse with all of the additional parking that will double of up on southbound traffic.	See above.			
Mark Doyle	Alternative A. I feel that the businesses on the West side of the street have a greater need for parking and making the west side primarily a parking lot is a safer alternative. The back in parking with Alternative B could present safety issues with the angled back in parking. There is a lot of traffic heading north at different times of the day and if people are stopping then trying to back in, cars will get backed up and may even collide with those stopping to park.	Outlined above	Holloween Trick or Treat night	My partners and I own 2701 Stange Rd and we have had multiple incidents over the years with storm water filling up the intersection and water coming into our building.	Nope. Thanks for considering.
Kevin Rettig	A	I like the proposed in alternative A, back-in diagonal parking in B does not seem to be efficient, nor safe?	Halloween Trick or Treat near end of October	During severe thunderstorms water backs up over the sidewalks and almost reaches the building for GICU.	Please install 4-way stop signs where proposed now rather than waiting till the project is completed. As you know, it's dangerous.
Clayton Nevins	Highly prefer Alternative A. There is already plenty of parking on each side of Stange because of the parking lots behind the buildings. We do not need street parking on both sides of Stange. New paved path for bikes and pedestrians will be great.	My concern is that there will be the same amount of cars and traffic that drive through Somerset on Stange, but now there will be congestion. Is there any way to encourage traffic to take Washington Carver? I am concerned that the congestion itself won't be enough to encourage this.			There are no parking issues in Somerset. The parking lots behind the businesses on Stange are always available. We need more foot traffic and businesses in our business district, and I believe Alternative A will help this the most out of the two options.

continued on next page

Mike McCoy	A. I think that the back in parking in alternative b will back up traffic as people pull into the parking. I also think you will see even more u-turns at Aspen as people look to park facing southbound. This is already an issue at this intersection and now it will occur at a 4 way stop, increasing frustration when it happens.	Yes. I don't believe people will go around on GW Carver as anticipated without significant changes to the current intersections at Stange and 24th Street and at GW Carver and Bloomington. The turn lane heading west at 24th street when headed northbound on Stange is short and has a short turn light. The queue will back up and people will just use Stange. Also, getting stuck at a stop sign at Bloomington with no signal will be annoying at best. As someone that uses the walking paths along GW Carver multiple times per day, if traffic is expected to increase, I would like to see additional street lights in that area for pedestrian safety. I am also concerned with the volume of traffic increasing on Aspen due to the 4 way stop. We purchased on Aspen as it was a low traffic side street. Backing out in some areas can be difficult due to low visibility caused by trees and parked cars. Increased traffic will make this more difficult and potentially impact housing value. Especially when traffic on this road can and does travel significantly above the posted speed limit. Based on what we saw this past summer with the Stange reconstruction, I think this will likely just cause traffic to back up on Stange. I honestly don't believe people will use other routes and decrease traffic on Stange. It is one of the few direct routes to the north that don't require wandering through residential neighborhoods or going significantly out of your way. People headed to Fareway, Caseys or using Hyde to head to/from Gilbert will continue to use Stange.	No	Snow removal on Aspen on the west side of Stange make that Aspen a one lane road at Stange after any snow event. I expect there will be increased traffic on Aspen with this switch so after snow event traffic could back up more than anticipated.	As a resident on Aspen, I love the idea of a 4 way stop at our intersection. The electric box on the northwest corner causes a blind intersection. The proposed 4 way stop fixes this issue. Thank you for that.
Only Provided Email	Alternate A because I believe the angled parking would allow for easier access to the parking spaces and a better flow of traffic through that area.	No	No	The east side of Stange where it intersects with Aspen is difficult to see cars coming from the south. Hopefully placing the stop sign there will reduce the danger.	No
Only Provided Email	A-trees are preserved. New pedestrian routes is the essence of Somerset	My concern is if there is going to be modifications to GWC, like a stop sign on Bloomington, to encourage traffic to take that route? If traffic cant easily turn left at GWC and Bloomington, they aren't going that way.			
Jason Niegsch	A. I don't like the back in parking option in option B.	No	October-Somerset Trick or Treat event	History of storm sewer backing up near the State Farm business and also in the parking lot near Greater Iowa Credit Union	

Stange Improvements - April Feedback Results

Name (optional):	Address of your Somerset Property	Which alternative do you prefer Alternative A or Alternative B? Why?	Do you have any recommendations for other alternatives that would meet the goals of the project?	Do you have any concerns about the proposed alternatives?	Are there any neighborhood events we should be aware of during construction?	Are there any issues you experience in the area? (Stormwater, parking, accessibility, etc.)	Are there any additional suggestions or ideas you'd like to share?
Julie Patten	2631 Stange Road, Ames. On the corner just south of Northridge Parkway. Experience Speeding and noise from cars, motorcycles day and night.	A--maintains a more continuous straight forward throughway of traffic, maintains majority of trees (less cost of landscaping change, more aesthetically pleasing,) adds more parking for businesses.	if the goal is to slow down speeding traffic and increase safety, I would ADD some mechanism to start tapering traffic from 2 lane into 1 lane at Bristol and Clayton. Expecting traffic to suddenly transition from 2 lanes into 1 lane all of a sudden at Northridge and Aspen seems abrupt and risks accidents.	HOW do you plan to TAPER from two lanes of traffic into one lane of traffic in the 1-2 blocks prior to this tiny segment of Northridge/Aspen?--during heavier traffic, ppl will be speeding ahead of cars to transition from 2 lanes into 1 lane of traffic to accommodate this 1 block of change, and then coming out of 1 lane will just speed out once 2 lanes are available. During low traffic, will it stop the speeding? I am skeptical of benefit when only 1 small block is changed. Thank you for sending letters to community, as initially, extremely low numbers of people were notified or knew about the project.			I would make it a general mode of communication to send letters to all residents in the area affected, i.e. property and business owners, so that community people affected are informed and allowed input prior to city council and planning meetings. I thank you for the letter sent out asking for input.
Nick Schieffer	2810 Aspen Rd	Alternative A is superior. I can tell you as a police officer in Ames who now does back in parking on 6th St that people pull up on you way too fast and close, and that's when I'm in a marked squad right in front of the PD.	Make sure that the road is wide enough in A that if there is a collision or broken down vehicle that we can still get north and south bound traffic through. Also, put in bicycle parking in the crescent.	Just that you should not be overly concerned about street parking spots. Most of the spots on the back side of the business to both the east and west don't get used.	I think there is a trick or treat even each year.	Speed in general, driver's not yielding to pedestrian in the crosswalk and northbound traffic making unsafe u-turns at Stange Rd & Aspen Rd.	I love the two 4-way stop signs. People are going to complain but they just need to go to GWC. Somerset is supposed to be a walkable neighborhood. The people passing through don't seem to get it.
Only Provided Email	2716 Northridge Parkway	A. It appears to flow better and saves more trees.	I have requested before to just add crosswalk signs that flash yellow when a pedestrian pushes a button like the ones on Bloomington west of Fareway on Aspen and Northridge Parkway. Simple and inexpensive fix!	B seems silly with having to back into parking.	No	Stormwater was an issue once after a prolonged downpour, but happened only once in the 5 years I've lived here.	
Only Provided Email	2706 Clayton Dr	Alternative A. Pedestrian pathway					
Lanting Dai	2703 Cambridge Dr.	Neither	Put a warning slow down sign for cars driving from Aspen to North Ridge	Neither are better than what it is currently.			
Only Provided Email	2804 Aspen Rd	A; seems more pedestrian friendly					We are actually satisfied with the current road layout. And prefer not to have any constructions near our neighborhood. A flashing beacon for the crosswalk may be a simple solution.
Julie Remsburg	2602 Clayton Dr	B	Do not allow steet parking in areas where there is potential for hard to see around car spots. That curve going towards Clayton Dr is unsafe when turning any direction as cars can hude in that curve when moving. Often cars parkee closer to Clayton vause big issues. Ive complained before. Even turning right out of Clayton it is hard at times. Get rid of that curve. I know it is an issue a block before as well. Cant see ariund corner.	MAKE SURE CY RIDE IS STILL GOING ON BOTH DIRECTIONS AT VARIED SPOTS ON STANGE. MY FAMILY USES IT DURING SCHOOL YEAR FOR ISU AND MANY OTHERS DO. ITS A BIG DEAL FOR APARTMENT RESIDENTS/STUDENTS AND A DEAL BREAKER TO BUY OR RENT THERE.	CYRIDE NEEDS TO GO ON STANGE OR JUMP OVER TO A STREET OVER THATS NEARBY DURING ROAD WORK AND ESPECIALLY AREA BY EL EZTECA OR SO. THAT IS A VERY POPULAR STOP!!! LESS USE IN SUMMER, BUT STILL NEEDS TO RUN BY IT.	Stated earlier, when making parking spots think of hard to see around spots from steet corners and dont allow parking there. We have learned that curves are not cool, as they hide cars.	Those stop signs for pedestrians at only certain spots are a joke. 80% of drivers go through them. I know because I walk it regularly. Either have them lit up and more obvious or don't have them. Also, the city is dumb if they think most of Ames should drive over near NR on GWParkway to go north and not go on Stange. Thats out of the way and not going to happen. Having cyride go there and not on stange as an idea would be cruel and not ok. Wake up, people are going to continue to go on Stange to go to isu and fareway and the mall. So make it manageable and allow cyride. I've lived here 20 years now and the biggest issue is some parking in the front of apartments. Also you failed to say when this project will likely start.
Rentals@tpmames.com	2724,2730 Stange Rd, also have properties on Asen and Kent about 120 units total	neither	Take out the median, can't have 2 stop signs in one block on that busy of a road				Our tenants do not want a stop sigh 20 ft from their window, these cars will be impatient and be speeding up Stange after the north stop sign, this will also cause Kent Av. to be a shortcut and cause speeding up Kent to get around the stop signs. I also think taking out median will open up and give the restaurant's room to have a bigger patio and better parking options. Maybe not even have parking on the west side of the road, plenty of parking in back. I think the restaurants will be affected as well, people will be avoiding this area any way they can.

continued on next page

Jessica Patten	2631 Stange Rd	Alternative A would be the better of the two options but would still create a lot of issues. Of the two, A would help slow traffic the most and would bring the cars at the 4-way stops closer together so they could see other cars. Currently the stop signs at Northridge and Aspen are so far back that cars and people crossing can't see other cars coming on Stange, and cars on Stange can't see them until it's too late. Option A would also create more of a slow down because you aren't just stopping at the 4-way stops, but also when cars are pulling in and out of the parking lot, northbound spaces, and when pedestrians are crossing the street. Option A also makes the intersections more clear to drivers that it is a 4-way stop and makes it easy to see where traffic is going and where you would be able to pull out.	Both of the proposed alternatives still have four lane traffic north of Aspen and south of Northridge, which given the current style of driving in the area, would encourage people to race to get around each other and cut in before the 4-way stops. To make these options successful, Stange should be reduced to two lanes from 24th Street to Bloomington, and the extra lanes could be used as turn lanes or bus lanes. Another alternative would be to put in stop lights at both intersections that are offset in their timing so it's never a straight green light going through. This would remove the need for construction of the road and still allow the heavy traffic to go through.	Many. First, despite what was said at the town hall meeting (which we were unaware of until after it happened) there is a heavy amount of traffic going down Stange. At going to and from work times both lanes are completely full, which is why it is impossible to cross the street as a pedestrian without a street light. Then after Iowa State games traffic is packed as everyone heading north goes up Stange. Hoping the traffic will reroute to George Washington Carver is a big hope because many people coming this way live in Somerset or northeast of Bloomington and Stange and rerouting to GWC would be much further out of their way. Increasing traffic on GWC would also create issues for people turning on or off of GWC, especially at Northridge where it's already difficult to see around the curve. GWC is also two lane and increasing it to 4 lane and adding a stop light at Bloomington for it just moves the problem from Stange to GWC. Going down to two lanes on Stange would slow traffic, but unless the two lanes extend from 24th St. to Bloomington, you'll have people racing to cut in before the 4-way stops. Even when traffic is going the correct speed, there are constantly people weaving in and out trying to get ahead as they go through the curve. If you really want to deter people from going through Somerset, you need to slow down to two lanes for the entire length of Somerset. The remaining lanes could easily be converted to bus lanes to prevent back ups from the busses stopping, and avoid moving the bus stops from their central location. Which, moving the bus stops out of the central block would put them in front of people's residences, and no one should have to listen to the constant loud beeping and hydraulics of the buses stopping. One thing the city planners have not considered is who is speeding and making the area dangerous. I'm near the corner of Stange and Northridge and frequently use the The Corner Lawn park, and some of the biggest and consistent offenders are people who live in Somerset and come in and out on Northridge. At this point I actually know the individual cars and motorcycles that are the consistent offenders, and there are many. People consistently pull out onto Stange from Northridge without stopping at the stop sign and gun it as fast as they can in either direction. Most of the accidents or near-accidents there with either cars or pedestrians are from people pulling in and out onto Stange, not the cars going through. Adding a 4-way stop won't deter them, and if anything make them more dangerous because they know the cross-traffic will stop or if there's less traffic on Stange to slow them down. I'm not a fan of speed bumps or rumble strips, but I think adding them on Northridge and Aspen before you get to the intersection, as well as on Stange between the cross streets may be the only way to really slow people down, especially the motorcycles that live down the east side of Northridge and regularly loop around to do 50-80 mph through the curve. A major issue with Somerset is not that Stange shouldn't be too big, but that it's trying to focus on the Stange-facing side of the businesses. Most residents would tell you there's no reason to make the front of businesses walkable because there's ample parking behind the buildings that never fills up. The street parking along Stange is mostly empty except in front of the apartments near Bristol and in front of the west side businesses, but the west side businesses consistently have the same cars in front for employees that work there, and even a truck that's been parked for sale there for over 9 months. Having parking on Stange just increases the risk for accidents with cars trying to whip in and out of parking, or pedestrians and bikers in the proposed option. Even if the traffic is slowed, it would be much safer to focus parking in the lots on the back of the buildings, and keep the front focused on the multi-use paths so people parking aren't constantly driving or walking across the path. While option A is safer for slowing down traffic, it creates a nuisance for bikers and pedestrians that have to stop 4 times just to get through the area. Instead of parking, the businesses could use the space for outdoor seating and neighborhood events that would attract more people to the area. Also, if emphasizing pedestrian and bike usage, the path needs improvement beyond the business area. In front of my house on Stange, just south of Northridge, the sidewalk is barely 6 feet wide, not 8 feet as the city planner said in the meeting. This is just wide enough for one bike to safely pass one person walking in the opposite direction. There are a lot of both people and bikers that use that path and likely many more bikers would use it if it were wider and divided between bikers and walkers. A great option would be to make Stange two lanes from 24th Street to Bloomington as I've suggested, and make the existing sidewalk a walking path, and make part of the second lane of the road or the parking lane a bidirectional bike path.	not that I know of - I don't think Somerset has any events other than trick-or-treating with the businesses at Halloween	There's a big accessibility issue with the buses. Because you have to go through the parked cars to get to the buses, people with wheelchairs or movement difficulties can't get to the bus without going down the block and into traffic to get down the curb. Again, getting rid of the parking would solve this so the bus can put its ramp straight out to the sidewalk. I will also emphasize again that there is an absolute lack of a parking issue. The businesses want parking on Stange out front to draw people in, but there is always plenty of empty parking behind the businesses that is easy to get to.	One thing the city hasn't seemed to consider is the lack of police presence. I rarely see a police car go through Somerset, and I understand Ames may not have the resources, but having a police car or two parked to ticket speeders during rush hour every day for a week may make a temporary impact until construction can start. It would also be easy income for the city through a lot of speeding tickets, especially the high fines for the high speeders on Friday and Saturday nights. I will add that the residents were not notified the first time the city planner attempted to collect feedback. The HOA does not have a way of communicating with residents other than by mail , and the meeting agendas are not shared before the meeting to know you need to attend. It's clear by the options that the only feedback given was from the businesses who want to prioritize getting customers in the front door and parking out front, which contributes to the problem of congestion on Stange. They have plenty of parking on back, so Stange should prioritize the safety of their residents and pedestrians and bikers in the area. It's also the residents that have to live with the safety issue 24/7, so our needs should be prioritized. I also just want to say that the city needs to prioritize an option that is safest, not just a quick or cheap fix that doesn't solve the safety issue. If budget is an issue, it would be safer to close that block of Stange to through traffic than to create a confusing traffic pattern or give reckless drivers more free reign with less traffic.
Kevin Bourke	2730 Stange and 2511 Aspen	Neither.	Eliminate the median. Redirect Stange through the current median. Add speed humps between Northridge Pkwy and Aspen. Add push button cross walk signs with flashing lights (like the cross walks on Duff by MGMC and the corner of Hyland and Sheldon) to the corners of Aspen and NR Pkwy.	Yes. I can't believe the study of traffic patterns through 2050 don't forecast the need for 4 lanes. A lot of the current traffic is heading to Gilbert via Hyde. As Gilbert grows as well and north Ames, and Stange Rd continues to expand north, I have to believe traffic will increase. With the proposed options, traffic will get severely backed up at the 4way stops. Also there will be an increase of noise from the stop/start of vehicles (particularly CyRide busses).			By redirecting Stange through the median, this will create more opportunities for parking, outdoor cafe space, and create space that Ames residents will utilize. This would also allow for a designated bike path. The current median is a total waste of space.

SHIVEHATTERY
ARCHITECTURE + ENGINEERING

AMENDMENT TO AGREEMENT
between SHIVE-HATTERY, INC. AND THE CLIENT

ATTN: Mark Gansen
CLIENT: City of Ames, IA
515 Clark Avenue
PO Box 811
Ames, IA 50010

PROJECT: City of Ames - Somerset Improvements Strange Road

PROJECT LOCATION: Ames, IA

ORIGINAL AGREEMENT DATE: September 23, 2025

AMENDMENT NO.: 1

AMENDMENT DATE: February 05,2026

OVERVIEW

The original Professional Services Agreement is being amended to include additional services, based on a revised project concept. Additional communication, meetings, and design scope of services have been added for alternate project limits based on new concept. An exhibit of the alternative concept is attached.

City of Ames and Shive-Hattery, Inc. (S-H) agree to amend the Original Agreement as follows:

SCOPE OF SERVICES

Tasks to be included for the Amended Scope of Services are as follows:

1. Conceptual design of one (1) alternative for Stange Road and the business access drive in the Somerset Area to present to the business' owners and City Council.
2. Design for the realignment of the business access drive entrances onto Stange Road.
3. Intersection modifications and median adjustments to align through lanes of Stange Road across Aspen Road and Northridge Parkway.
4. Street light modifications for relocation needed due to driveway realignment and intersection modifications. Corridor lighting layout and photometric assessment are not anticipated.
5. Design of a multi-use trail from Northridge Parkway to Aspen Road.
6. Restriping of business access drive, and the Northridge Parkway and Aspen Road intersections.
7. Drainage analysis of the site, including review of the flooding issues near the southern side of the business access drive. Full storm sewer replacement and design is not anticipated.
8. Extended survey for extended project limits.

Design and Construction Documents

2. Check and Final Design and Plans
    a. Sheets to be included:
        i. M Sheets – Storm Sewer Sheets (as necessary)
        ii. P Sheets – Lighting Sheets (as necessary)

Public Participation and Involvement

3. Concept Consideration Meeting – The CONSULTANT and CITY shall participate in a meeting with business and property owners impacted by the project to present the original and new alternative concepts.
    a. Prepare exhibits necessary to convey project design, options, and gather feedback. The development of additional alternatives is not anticipated.
    b. Document meeting minutes and comments received for the CITY's use at a city council meeting.

COMPENSATION

Description	Fee Type	Fee	Total
Amendment Scope of Services	Hourly w/ Max	$27,000	$27,000

Fee Types:

- Hourly w/ Max - We will provide the Scope of Services on an hourly rate basis at our standard Hourly Fee Schedule in effect at the time that the services are performed. We will not exceed the estimated amounts above without your prior authorization.

Expenses:

- Included - For Fixed Fee Type, expenses have been included in the Fee amount. For Hourly Fee Types, expenses will be reimbursed in accordance with our Reimbursable Expense Fee Schedule in effect at the time that the expense is incurred.

EXHIBITS

Somerset Improvements – Stange Road Project Alternative Concept

AGREEMENT

When accepted by both parties, this Amendment will amend the Original Agreement and is subject to all other terms and conditions of the Original Agreement. Original, facsimile, electronic signatures or other electronic acceptance by the parties (and returned to Shive-Hattery) are deemed acceptable for binding the parties to the Amendment. The Client representative signing this Amendment warrants that he or she is authorized to enter into this Amendment on behalf of the Client.

Sincerely,

SHIVE-HATTERY, INC.



Victoria Watts, PE, Market Leader
vwatts@shive-hattery.com

AMENDMENT ACCEPTED AND SERVICES AUTHORIZED TO PROCEED

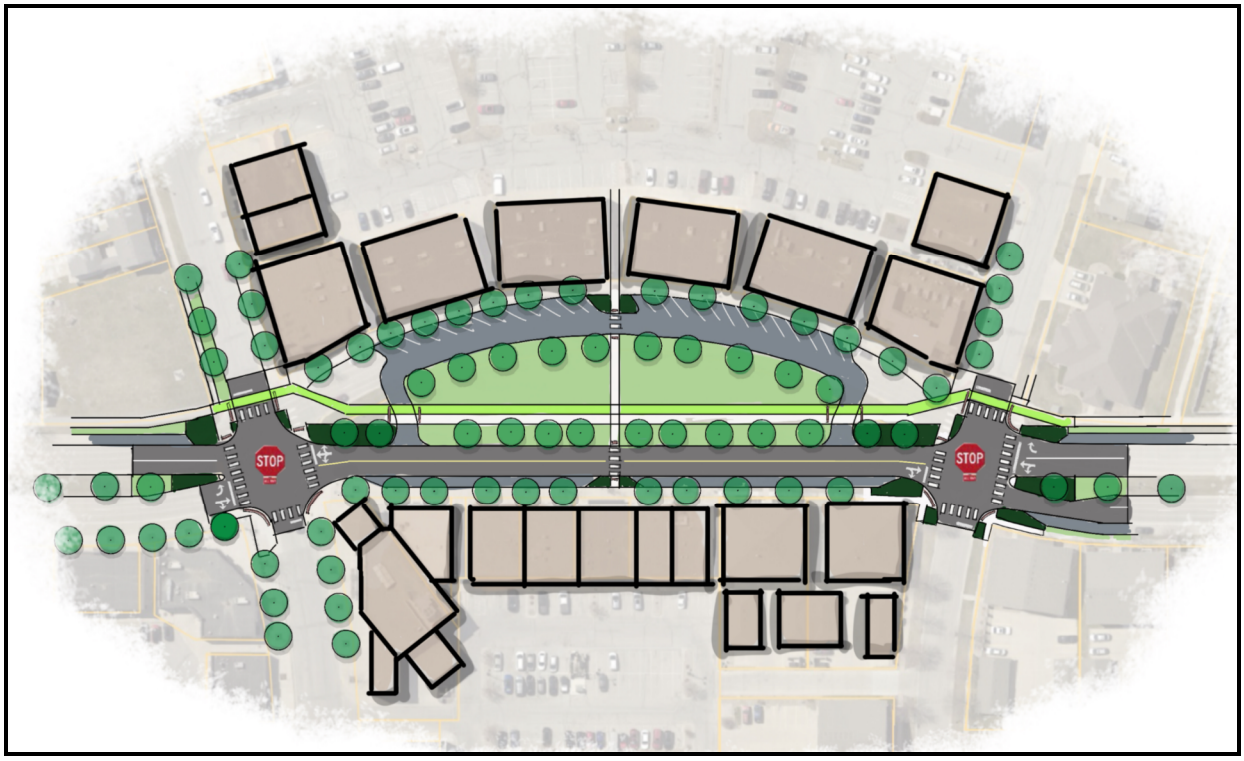
CLIENT: City of Ames, IA

BY:_____ TITLE: _____
(signature)

PRINTED NAME: _____DATE ACCEPTED: _____

ATTACHMENT 1 –

Somerset Improvements – Stange Road Alternative Concept - Concept below was provided by the CONSULTANT in the Request for Proposals.



ITEM #:	**30**
DEPT:	**ADMIN**

Staff Report

TREE REMOVAL AT 624 DUFF AVENUE

May 12, 2026

BACKGROUND:

At its meeting on March 10, 2026, the City Council directed that a matter related to a tree removal at 624 Duff Avenue be placed on a future agenda for discussion.

On November 18, 2025, the City Forester received an email from an Iowa State Professor regarding a dead tree at 624 Duff Avenue questioning who the responsible party would be if the tree failed and fell into Duff Avenue. The Forester viewed the tree and found it to be an imminent danger due to there being a hole through the center of the tree. As a result, the Forester asked Inspections to open a code case for the tree.

Inspections staff contacted the City's Legal Department to confirm there was support to move forward with abatement of the tree under emergency abatement procedures. Legal staff responded that they were supportive if the Forester was willing to testify to the imminent status. The Forester agreed to testify to the imminent status and to draft an official assessment for the record.

The Community Codes Liaison opened a case on November 18, 2025. As with any imminent case, staff attempted to make contact with the owner through all available resources. Staff were unable to make contact via phone calls and text messages. A voice message left with the property owner explained the tree had been declared an imminent danger, the City would be removing the tree immediately, and that all charges associated with removal would be assessed to the property.

Weiss Tree Service was contacted for tree removal. Weiss agreed the tree was a danger and understood the expedited timeline for removal. They agreed to remove the tree the next day and coordinated traffic control to shut down the eastern lane of Duff Avenue and with the Electric Department to protect adjacent power lines.

On November 19, 2025, Inspections staff had not yet made contact with the property owner so they attempted an on-site visit prior to the scheduled tree removal. The owner was not home at the time so staff remained on-site through the removal process. The Forester was on-site conducting the damage assessment and commented that the property owner had reached out in September asking if there were any cost-share programs for tree removal.

The owner called staff on November 20, 2025 and was happy to have the tree removed, but uncertain about her ability to pay. The Community Codes Liaison sent the property owner a copy of the invoice for $8,025 on November 22, 2025 and directed them to the Finance

Department to discuss the possibility of a payment plan."

Subsequent to the removal of the tree, the City Manager received a call from Mrs. Robinson, who identified herself as the owner of the property from which the tree was removed. She was concerned by the amount of the bill, $8,000, and the fact she was not given enough advance warning for her to solicit bids from other contractors that, she believed, could have been less than the amount she is being billed.

Staff is sympathetic to her concerns. The significant cost apparently was due to the fact it was a large tree complicated by the requirement that Duff Avenue had to be closed down during the removal process. In this instance, there was not sufficient time for alternate bids to be solicited by the property owner. Unfortunately, there is no way to determine how much less, if any, the bids would have been if Mrs. Robinson had been able to seek alternate bids.

OPTIONS:

Staff believes it is appropriate for the City Council to provide direction regarding how much to charge the property owner in this unusual case. The following options (and others) could be considered by the Council:

Amount	**$8,000** Current Billed Amount	**$6,000** 25% Reduction	**$4,000** 50% Reduction
Term	5 years	5 years	5 years
Interest Rate	3.53%	3.53%	3.53%
Annual Payment	$1,774	$1,330	$887
Term	10 years	10 years	10 years
Interest Rate	4.09%	4.09%	4.09%
Annual Payment	$991	$743	$495

STAFF COMMENTS:

This is an unusual tree removal situation. This large tree was found by the City Forester to be an imminent danger, and therefore removal was warranted. The tree removal required the closure of traffic lanes to safely proceed, which increased the cost associated with the removal. Despite attempts to make contact with the resident, staff was unable to make contact between the time the tree was identified as a hazard and when it was taken down.

The resident believes that had she been provided an opportunity to do so, she would have been able to obtain competitive quotes for the removal of the tree. Unfortunately, it is not possible to determine after-the-fact whether this would have been the case. The City Council may believe in this instance that a reduction in the amount owed for the tree removal is warranted.

This topic was initially on the March 24, 2026 Council agenda. At the time, the homeowner was unable to attend, and Council requested to defer this to a future meeting. At the same meeting, there was a motion passed by Council for the Legal Department to review the options

for securing the financial obligation should an agreement be reached. Attached is the follow-up memo from the City Attorney.

ATTACHMENT(S):
Memo on options of securing payment.pdf

CITY OF ames

Caring People ◆ Quality Programs ◆ Exceptional Service

MEMO

Legal Department

To: Ames City Council, Mayor Haila

From: Mark O. Lambert, City Attorney

Date: May 8, 2026

Subject: Securing a financial obligation for nuisance abatement

Motion: Moved by Gartin, seconded by Beatty-Hansen, to request the Legal Department review the options for securing the financial obligation should an agreement be reached. Vote on Motion: 6-0. Motion declared carried unanimously.

The Iowa Code provides a process for the City to collect its costs for a nuisance abatement. The Council certifies a special assessment, which is levied against the property and collected for the City by the County Treasurer in the manner of property taxes. Typically, payments for special assessments are due annually in the month of September.

Of course, the property owner, if able, can always pay the entire costs upfront and avoid the collection efforts.

Cities are allowed to require the abatement of diseased or dead trees and can do so itself if the property owner doesn't or if it's an emergency. (Iowa Code §364.12(3)(b)). The Iowa Code then provides a method for collecting the costs of abatement by assessing the costs to the property (§364.12(3)(h)). If the costs of abatement exceed $500, a city may permit the assessment payments to be spread out up to 10 years (§364.13). Special assessments are a lien against the property until the assessment is paid in full. Special assessments have equal precedence with ordinary taxes and are not divested by judicial sale. (§364.13A)

The discussion regarding the motion made at a recent Council meeting was for the City Attorney to investigate whether obtaining a mortgage could be used in lieu of the assessment of the costs of the nuisance abatement.

Theoretically, a mortgage could be used, but there are potential issues with doing so.

First, a mortgage would be voluntary, which means that the property owner would have to agree to it. There would be a need to be a negotiated promissory note, and decisions would need to be made regarding a payment schedule, interest rate and other customary terms. The assessment process is not voluntary, the City simply has the right to assess the costs to the property.

Next, in the case of a judicial sale (for example, a foreclosure), the special assessment would have equal precedence to property taxes owed, and a mortgage would not have that assurance.

In taking a mortgage on the property, additional consideration should be given to the available equity in the property, including a review of existing liens upon the property. Like any other mortgage lender, it may also be appropriate to conduct and pay for an appraisal on the property to determine value. A thorough review would likely require the expenditure of additional sums associated with recording mortgage documents and conducting a title search to evaluate the borrower's available equity in the property. A proposed borrower would certainly have a right to have their own legal counsel review any mortgage documents, at the borrower's additional expense.

The advantage to the property owner is that with a mortgage, payments could be spread out over a longer term than the ten years allowed in a special assessment. But that also means it would take longer for the City to get repaid. There is additional risk if the owner stops paying the mortgage with the City. Would the City be willing to foreclose on the property?

I checked with the other large-city city attorneys, and about half of them responded and none of those had ever used a mortgage to secure payment of abatement costs. So, there really is no precedent of cities doing this.

So, using a mortgage as a method for an Ames property owner to pay back the City for the costs of a tree removal or other nuisance abatement is theoretically possible, but it comes with costs, both financial and staff time, and risks that aren't present with collecting the debt by special assessments. Add to that the fact that no other large city in Iowa seems to have used a mortgage in lieu of a special assessment. **A special assessment is the method prescribed by the Iowa Code, and it seems to be less work, less cost, and less risky for the City than using a mortgage for that purpose.**

ITEM #:	**31**
DEPT:	**P&H**

Staff Report

REQUEST TO AMEND DEVELOPMENT AGREEMENT TO CHANGE PAVING OF CEDAR LANE TO AURORA AVENUE

May 12, 2026

BACKGROUND:

City Council received the attached letter from the Burgasons, developers of the Ansley development located on Cedar Lane, requesting Council amend their previous funding request related to the paving of Cedar Lane. The Cedar Lane agreement calls for the City to be responsible for the future paving of approximately 700 feet of Cedar Lane as an off-site improvement. Note that the Cedar Lane paving is only 50% City-responsibility, with the remaining 50% an ISU obligation per a prior development agreement for the Ringgenberg Subdivision west of Cedar Lane.

Staff anticipated in December when the agreement was approved that the City's estimated financial obligation for Cedar Lane paving would not be needed for at least three years based upon the timing and phasing of the development, but ultimately the timing of its construction is at the discretion of the City Council.

The developer now is requesting that the Cedar Lane agreement be cancelled and replaced with an agreement that the City would pave approximately 650 feet of Aurora Avenue located at the northeast corner of the site and extending into the site (See map in letter). The developer has indicated that this street project would facilitate near term development in FY 2027/28 with townhomes and detached housing lots within the project. **If the new request is approved, the developer would commit to extending two other street segments in conjunction with the City extension of Aurora to plat additional lots for development.** The Aurora paving would be contingent on the developer platting these additional areas for development.

The developer believes this request for supporting near term development is in line with other development incentive requests reviewed by City Council in December 2025.

Staff agrees that the paving of Aurora is more beneficial for near-term development benefits, but there are new financial aspects that must be considered. The Public Works Department estimates that 650 feet of Aurora paving, sidewalks, and storm sewer would be approximately $371,000 of cost to the City compared to approximately $250,000 for the current Cedar Lane obligation. Since the original proposal by the developer, staff discussed the practicality of the extension with their planned improvements and has concluded that the extension by the City might be marginally less when accounting for the developer's street improvement obligation.

Secondly, the developer requests a commitment that the improvements occur in FY 2027/28 rather than defer to a later undefined date, as is the case with Cedar Lane. Because of the deferred and contingent timing of the Cedar Lane extension, there is no paving project in the 5-year CIP for it. Adding a project in FY 2027/28 could displace another project in order to prioritize the paving or increase the total financial commitments for CIP paving projects. Staff believes this request would have to be paid with G.O. Bond revenues.

An alternative to City financing of a paving project is possible: the use of a Residential TIF rebate for the developer to be reimbursed for this cost. The developer would be rebated future tax increment as development occurs. **Because of the city budget legislation recently approved by the Iowa Legislature, staff does not know the full ramifications of the new law and cannot yet make a recommendation about whether to utilize this mechanism for this project. The Developer has indicated to staff they do not desire to rely on TIF rebates for the work.**

OPTIONS:

Option 1: Direct Staff to Prepare an Agreement for Paving Approximately 650 Feet Ansley Lane in Lieu of Cedar Lane

This option matches the developer's request and would have an estimated cost to the City of approximately $350,000 to $370,000, after accounting for the developer's street extension work. The City paving would be contingent upon the developer completing platting and other street extension work first. The City work would be projected to occur after July 1, 2027 as part of Fiscal Year 2027/28. City Council would add the project to the CIP as part of the FY 2027/28 budget process.

Option 2: Direct Staff to Prepare an Agreement for Paving Ansley Lane in Lieu of Cedar Lane at an Estimated Cost to the City Equal to the Current Cedar Lane Agreement

This option would allow for a swap of obligations of an estimated equal dollar amount and be planned for FY 2027/28 the same as Option 1. Based upon the estimated cost above, this would equate to approximately 440 linear feet for $250,000.

Option 3: Direct Staff to Prepare an Agreement for Paving Approximately 650 feet Ansley Lane in Lieu of Cedar Lane Utilizing Residential TIF Rebate

The Residential TIF allows for the developer to complete the project on their timing with no City involvement or changes to the CIP. However, the new budget legislation changes how property tax base is accounted for and staff is not prepared at this point to make a recommendation on use of TIF for any project. **If this is the preferred funding option for the request, staff recommends tabling the request until June for staff to gain a more comprehensive understanding of TIF under the new city financial legislation adopted by the state.**

Option 4: Take No Action

If City Council does not want to modify the planned CIP timing of projects or costs, the Council

would take no action on this request and maintain the current agreement.

STAFF COMMENTS:

The Developer initially requested the Cedar Lane paving incentive as a consideration of reducing the development's financial burden in relation to an off-site cost of paving an existing segment of Cedar Lane as development progressed south. Paving Cedar Lane did not directly facilitate development. The proposed change by the Developer is intended to create new term development opportunities similar to other incentives granted to other projects in December 2025.

As an internal street to a development, the request is most similar to Hayden Preserve or Auburn Trail that sought general development support. Incentives for these two projects were a combination of waived connections fees, residential TIF, and use of ARPA funds for oversizing and pioneer infrastructure. **In this case these funding options are not available, with the exception of the residential TIF. However, staff needs more time to understand the ramifications of the new law regarding TIF if that is a preferred option.**

If Council proceeds with the request, it will likely require use of G.O. Bonds to fund the project. GO Bonds were used in limited amounts for other projects over the next three years, such as Cottonwood extension and cost sharing for a Stange Extension, totaling an estimated $641,000 for the CIP in FY 2027/28.

If Council chooses to move ahead with the Developer's request, a formal development agreement amendment will be required to be prepared and returned for City Council approval.

ATTACHMENT(S):
Cedar Lane - Aurora Avenue Revision Request.pdf

To: Ames City Council
From: Steve and Anne Burgason
Date: March 2, 2026
RE: Requesting Revision to the Cedar Lane Agreement

We would like to request a revision to the Ansley/Cedar Lane Agreement that the Ames City Council agreed to on December 5, 2025 at the Ames City Council Meeting. Our revised request would be to nullify the Cedar Lane Agreement in exchange for the City of Ames agreeing to pave a section of Aurora Avenue of approximately 650 feet (starting at the Aurora Ave. current end point). Ansley would remain responsible for the related improvements and extension of utilities. Ansley Land LLC would also complete the remaining approximately 600 feet section of Aurora Avenue and 200 feet Ansley Avenue to the current Ansley current end point and the 300 feet length of Swan Lane with roundabout. This would allow a complete connection from University Boulevard to Cedar Lane. Also, in accordance with the goals of the "Developer Incentives" to open up more lots with home size diversity, this would allow Ansley Land to open up a total of 38 - 42 lots and one commercial lot:

- 6 small single residence Cottage Court Home Lots 1300-1600 sq ft (Lots 99-104)
- 4 small single residence "Shot Gun" Home Lots 1300 - 1600 sq ft (Lots 119-122)
- 10 Townhome Lots 1600 - 1900 sq ft (Outlots 117,123)
- 12 Mews Lots 1400 plus sq ft (Outlots 117,123)
- 9 large residence lots 2000-3000 sq ft (Outlots 116, 98,32,31)
- 1 Commercial Lot #118.

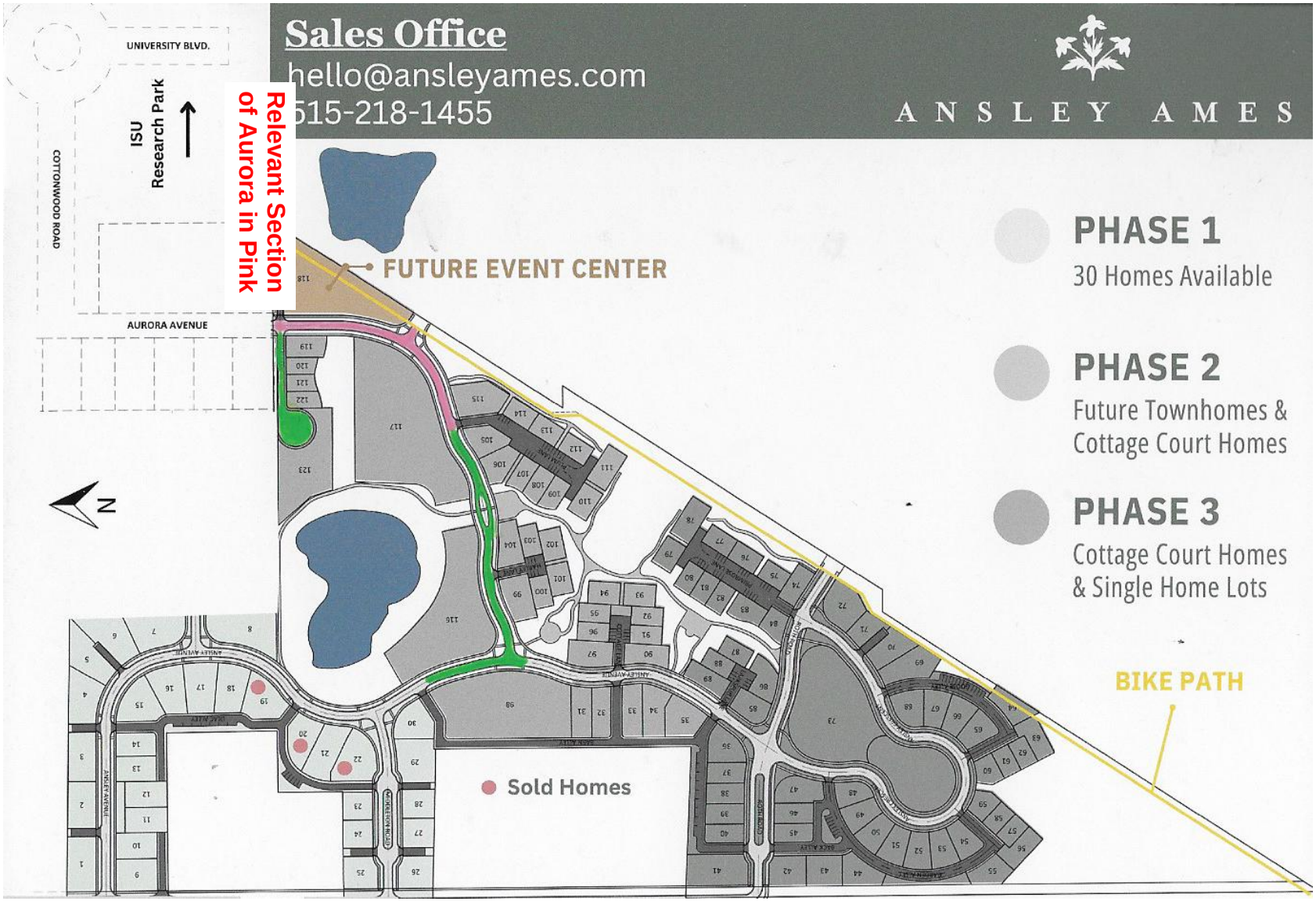
If approved, we would ask for this revised agreement to be put in the City of Ames Budget for either a revised 2026-27 Budget or 2027-28 budget year.

This revision would accomplish several things. 1) This revised agreement would align better with the goals of the Developer Incentives to increase lots and diverse home sizes and styles 2) The variety in lot and home sizes would accommodate the current market demand and increase the city's property tax revenue. 3) It would allow Ansley Land to be on a more even "playing field" with competing developers receiving incentives and to be able to receive the incentive in a similar timeline. 4) We realize that this is ask is more than Cedar Lane Agreement, but comparable to what has been offered to the development just to our south and actually opens up more lots.

Thank you for your consideration.

Steve and Anne Burgason

Please see attached images for visual clarity.


Sales Office
hello@ansleyames.com
515-218-1455
ANSLEY AMES
UNIVERSITY BLVD.
ISU
Research Park
COTTONWOOD ROAD
AURORA AVENUE
Relevant Section of Aurora in Pink
FUTURE EVENT CENTER
PHASE 1
30 Homes Available
PHASE 2
Future Townhomes &
Cottage Court Homes
PHASE 3
Cottage Court Homes
& Single Home Lots
BIKE PATH
Sold Homes
N

ITEM #:	**32**
DEPT:	**P&H**

Staff Report

608 BURNETT ZONING TEXT AMENDMENT AND INCENTIVE REQUEST

May 12, 2026

BACKGROUND:

On April 12th, City Council identified consideration of the request from Luke Jensen for changes to development standards and for incentives regarding a project at 608 Burnett as a priority for the Planning Division. The developer seeks a number of related changes to facilitate redevelopment of a parking lot into a 4-story 38-unit +/- apartment building including a new property tax abatement option.

608 Burnett is a Neighborhood Commercial (NC) zoned property located midblock between 6th and 7th Street. All of the blocks between 6th and 7th Street from Clark to Duff are also zoned Neighborhood Commercial. See map below. The developer notes the site was identified as a potential housing location within Ames Main Street's "Downtown Guiding Vision."

This area has the highest concentration of NC zoning in the City and is a hybrid transitional zoning district for commercial and residential uses. The NC contrasts greatly in its mix of uses and design requirements compared to the Downtown Service Center (DSC) that applies to the traditional Downtown Area south of 6th Street. Both areas have a “Core” land use designation within the City's Ames Plan 2040 (see page 62) reflecting the existing Downtown and commercial types of land uses as wells as the general planning for intensification of commercial mixed use in this area.

ZONING CHANGES:

Although NC zoning allows for apartments, several current standards differ from the concept of the developer. Staff believes the most pertinent issues would include building height, roof type, floor area ratio, setbacks, certain design guidelines, and the parking rate. The developers sees the project as “Downtown Housing” and desires standards more akin to DSC zoning for parking and setbacks, but without other requirements for mixed use that exist in DSC.

The priority policy issues for zoning changes are likely the requested parking reductions, along with building height and design requirements. The developer seeks approval of a parking rate of approximately 1 space per unit, for up to 2-bedroom units. If this were to be the standard, parking would be 38 spaces, where otherwise 60 spaces would be required based upon the conceptual mix of units as described to staff. The developer proposes for some parking to be within a ground floor podium and the remainder as uncovered parking lot. The building would not extend the width of the lot

lot, but instead it would be perpendicular to the street. The outdoor parking lot would be subject to standard landscaping setback and tree requirements.

The height and design issues are a question of Council's intent for the area as a transition from traditional Downtown to the Old Town residential neighborhood to the north and what a compatible type of structure would be, if it did not meet the current requirements. There are examples of other taller buildings in this area and based upon final design elements the idea of a 4-story structure could be found to meet the goals of the City for this area. Upper floor step-back and roof design could be important considerations if allowed as a 4-story building. A project of this size in NC would require a public hearing and approval of Special Use Permit by the Zoning Board of Adjustment, which addresses overall building size and design compatibility along with function of a site.

The developer intends to put ground floor space along Burnett to shield the parking podium from the street. The area may be a residential unit or residential amenity space, it is not likely to be commercial space.

INCENTIVES:

Staff has not reviewed any specific developer justification or pro forma for the project. The request states city requirements have additional costs and incentives are needed. At this point staff does not know what these costs are that are different compared to anywhere else in the community. **The level of requested abatement (10 Year at 75% abatement) exceeds any other incentive option that exists in the DSC or CSC zoning districts, which are similar areas that allow for larger redevelopment projects.**

Since this request has been made, the State has made changes to how property tax incentives and New Valuations are accounted for within the General Levy. These property tax changes could have long term impacts to City budget where the incremental improvement value would never be included as New Valuation.

Additionally, the proposed 10 year 75% abatement schedule is not a current schedule utilized within Ames. If Council believes some incentives are appropriate as requested, there are issues to be addressed about how it can be best accomplished. **This issue of incentives with a proposed 10-year 75% tax abatement must be explored in greater detail for its ramifications to all of Downtown and other URAs.**

If City Council were to extend the Downtown URA boundary to include this site, it has options for a 3-year 100% tax abatement or a maximum 10 year partial sliding scale tax abatement, which is consistent with other URAs in the City. Additionally, the Downtown URA qualifying criteria assume a mixed-use building and conformance to Downtown Design Guidelines that may or may not fit the project as proposed.

Creating a new URA would require at least two properties to be included in accordance with state law, the 608 Burnett site may meet this prerequisite as the site appears to be two lots, but shown as one property at this time. With a new URA, City Council could choose the qualifying criteria and abatement schedule. However, under current law if a custom schedule is created it may also be required to be offered for other URAs as well.

The developer also plans to seek Workforce Housing Tax Credits (WHTC). Note that per the

state WHTC program requirements, some form of local match per unit is required to support the application. For a 38 unit project, a value of at least $38,000 is needed. It would appear one year of tax abatement would be worth at least $38,000 under current state taxation and abatement policies, if the project exceeds a value of $5 million.

OPTIONS:

Option 1- Explore changes to zoning standards for all NC zoned properties between 6th and 7th

The site is one of many similarly situated NC zoned properties between Duff and Clark. If City Council does not believe the current NC zoning is adequate to address current uses, transitions, and planned limited levels of redevelopment, changes as requested by the developer would be appropriate. This option would explore potential changes on a district basis and may result in a wholly new special purpose zoning district to an updated concept of Downtown transition.

This option would need outreach and consultation with owners in the area and the Old Town neighborhood to the north. Prioritization in the work plan would be required.

Option 2 - Explore changes to zoning standards intended to address the Burnett site only at this time

The same types of issues would be considered, but the result would likely be more generic in its applicability to NC zoned properties and rely upon the current Special Use Permit process to assess future projects.

This process likely includes less consultation because of the assumption of the Special Use Permit process allowing for public comment at a public hearing for the specific type of project. Therefore,
this option likely takes less time than Option 1 because it is focused on this particular request and not other potential interests for this area, but is still needing to be prioritized with the work plan because of the significance and number of desired changes.

The Developer would propose the changes as a Zoning Text Amendment. This is the Developer's preferred option due to the potential of a sooner approval than Option 1.

Option 3 - Current Zoning- No Changes

The Developer could construct an apartment building within the standards of the current zoning of NC with no changes by City Council. The overall building size would be smaller primarily due to limitations related to height and accommodation of parking on site to serve the use. Current NC design standards would apply, and the project would require ZBA approval as a Special Use Permit.

Option 4- Financial Incentives

Separate from zoning issues, is the question of financial incentive amount, type, and qualifying standards. As mentioned above, the rationale and process that would best fit the project is not fully fleshed out at this time. **If tax abatement is offered, a site specific URA that conforms**

to standard abatement schedules would be consistent with other projects and the least likely to have ramifications to other URAs.

As noted above, the recently adopted budget legislation by the State Legislature will have some long term impacts related to incentives and, therefore, a more in-depth discussion about the City Council's use of tax incentives before any decisions about future abatement or TIF incentives are offered.

Option 4 - Workforce Housing Tax Credit Support

The developer has requested the City support an application to the state for workforce housing tax credits. A letter of support would address that the City will provide for at least $1,000 of financial assistance per unit and that the zoning will allow for the use, or it is in the process of being changed. The WHTC application needs to be submitted by the applicant by June 10th at 4:30 p.m. If Council is interested in considering a letter of support, a draft letter could be placed on a future agenda for Council approval, but a source of funding ($38,000) would have to be identified.

STAFF COMMENTS:

The developer has presented his concept at a Old Town Neighborhood meeting to get preliminary feedback. Staff did not attend this meeting.

The question is not whether infill housing should be allowed on this site. The idea for infill housing is consistent with the City's Ames Plan 2040 and Ames Main Street's Downtown Guiding Vision. However, the questions that need to be answered are the details of what is intended with redevelopment in this area. Although the request is intended facilitate this project, staff believes the questions brought up by the developer have a broader application for discussion of all of the area adjacent to Downtown between 6th and 7th, Duff to Burnett.

The requested zoning changes do not currently fit well within any specific type of zoning that already exists. Staff has not presented a specific approach on what to do at this point and would await City Council's direction on scope to define exactly what type of zoning amendment(s) would be best between changes to NC zoning or a new type of Zoning District applied to his area. With any option, work plan prioritization is needed, for which the developer is requesting to be an immediate priority.

The issues of zoning and financial incentives are distinct elements of the developer's request. City Council can choose to address Options related to one or both of the requests.

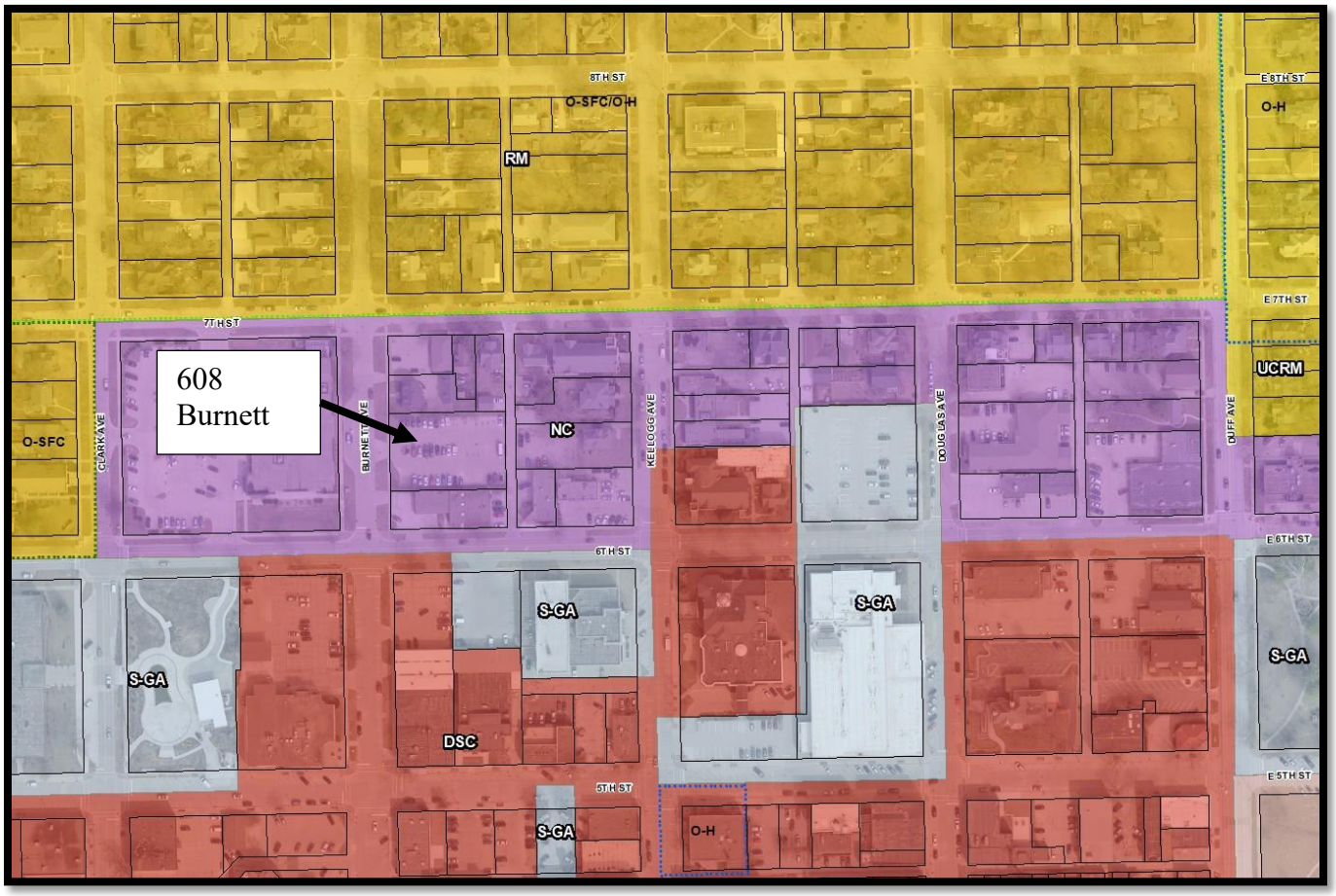
Regardless of the selected option(s), final approval of zoning changes, incentives, and a project are unlikely to occur in the next 60 days, as requested by the developer.

It should be noted that a representative from the United State Postal Service (USPS) contacted staff to gain an understanding about the proposed project. The USPS currently has month to month lease for the property and utilizes 54 parking spaces on the site for mail truck and employee parking. **They have expressed concerns about impacts to their operations if they cannot continue to lease the property. However, the issue of a lease is a matter for the owner and USPS that does not involve the City.** Potentially some City

parking lot spaces could be leased on a multi-year basis for the mail trucks, but not enough to accommodate their total need. To date there has been no formal proposal for parking from USPS.

ATTACHMENT(S):
608 Burnett Zoning.pdf
L. Jensen - Burnett Site Referral.pdf

Zoning Map Excerpt



Hall, Renee

From: Diekmann, Kelly
Sent: Friday, April 10, 2026 2:11 PM
To: Hall, Renee
Subject: Non-Agenda Luke Jensen Burnett Site Referral

Renee, please include in the Non-Agenda Packet this week.

On Wed, Apr 8, 2026 at 2:49 PM Luke Jensen <luke@resgi.com> wrote:

Mayor and Council,

I'm reaching out regarding the Downtown Ames vision plan presented and CC (maybe) adopted last year. I'm interested in bringing forward a high-density, urban multifamily project that supports the goal of creating a true "18-hour downtown." Increasing downtown residents to support retail, restaurants, and activity makes total sense. We need more people living downtown to build on the current energy.

I have identified a development site at 608 Burnett which is currently a .5 acre parking lot. My plan includes roughly 38 modern rental units comprising studios, 1 beds and 2 bed units. There would be some amenity space for residents along with both structured and surface parking. The property would be geared towards urban dwellers who appreciate and value the location and proximity to the urban core area along with employment and entrepreneurial opportunities. Additionally, the draw is strong towards cultural and civic opportunities in the area.

The property is located in the Neighborhood Commercial zoning district. This zoning needs some modernization to meet the goals of the Downtown Ames vision plan. Specifically, we need to look at the following (I think can be achieved in a text amendment):

- Building height/stories-I need to go taller to create some density given the scarcity of the available land. I am proposing a 4 story building with a flat roof. Roughly 42'-45' tall.
- Parking: parking ratios are outdated and far too automobile dependent. As the parking requirements stand today I am ~20 spaces short of meeting the standard. I'm trying to supply adequate parking of 1 space per unit. Many of the residents will choose this area as there are far more multimodal transportation opportunities being in the urban core.

- Updated and competitive Development Toolkit
    - Urban Revitalization Tax Abatement
        - At today's land and construction costs and market rents, a project that meets the City's urban design expectations does not financially pencil without meaningful economic tools in place.
        - I am proposing a 10 year 75% tax abatement program. This would get some immediate revenue to the city and not wait 7-10 years like some of the other communities programs.

I believe Ames is ready to see downtown momentum and I believe we need one project to "go" to give courage and confidence in market support and viability.
I'm ready to move a high quality project forward. I request the council and staff support on zoning modifications as well as tax incentives and support for the Iowa Workforce Housing Tax Credit Application.

Lastly, timing-I have a 120 day due diligence timeline from March 1st. I need to move quickly and decisively to get confidence in the project's viability. The Workforce Housing Tax Credit application due date is June 10, 2026.

Thanks,
Luke

Kelly Diekmann
Planning and Housing Director

515.239.5400- main| 515.239.5181 direct|
kelly.diekmann@cityofames.org | City Hall, 515 Clark Avenue | Ames, IA 50010
www.CityofAmes.org | **~ Caring People ~ Quality Programs ~ Exceptional Service ~**

ITEM #:	**33**
DEPT:	**POLICE**

Staff Report

AMES ANIMAL SERVICES UPDATE

May 12, 2026

BACKGROUND:

The City's Animal Shelter, located at 325 Billy Sunday Road, is in need of replacement. The existing facility is undersized and experiences challenges related to weatherization, mechanical equipment, and other aging systems. City staff has been working through the planning stages to develop a new animal shelter facility for the past several years.

In November 2024, staff became aware that the property at 2715 Dayton Ave, which recently housed Eagle's Loft daycare, was for sale. The City Council obtained an option to purchase the property following an assessment of the potential to renovate it into a new animal shelter.

On December 26, 2024, the City Council approved an agreement not to exceed $66,360 with INVISION Architecture LTD (INVISION), Des Moines, Iowa, to analyze the existing conditions and needs and identify future requirements for a modern animal shelter facility. Following that evaluation, INVISION was to provide the City with a conceptual design and a preliminary cost estimate that would be approved as a change order.

After receiving the conceptual design report, on February 18, 2025, City Council approved the purchase of 2715 Dayton Avenue in the amount of $1.1 million. At that same meeting, staff notified City Council that an anonymous lead donation of $3 million had been obtained.

On September 2, 2025 City Council approved a change order to the INVISION design contract for the completion of schematic design, design development, and construction documents, bidding phase, and construction administration. The contract incorporates references to best practices outlined by the American Society of Veterinarians (ASV) Guidelines for Sheltering, and the need to meet the requirements for Animal Welfare of the Iowa Department of Agriculture and Land Stewardship (IDALS). In addition, the contract outlines the City's interest in reducing greenhouse gas emissions.

SERVICES AND FACILITY DESCRIPTION:

Through discussions with the design team and animal care experts during the design process, staff learned that the terms "control" and "shelter" were outdated and being less frequently used to describe facilities like the one being pursued. Based on the new building and the variety of animal services provided, "Ames Animal Control" will be changing to "Ames Animal Services." The new facility will also reflect this change.

DESIGN DEVELOPMENT:

INVISION and its sub-consultants have worked with City staff and fundraisers to complete a schematic design and design development of the facility. The design is broken into three spaces: 1) cat spaces, 2) dog spaces, and 3) human spaces. This design features an approximately 1,700 square-foot addition that will be utilized as dog spaces and will have a flat roof to accommodate mechanical equipment. An addition was determined to be the best financial option for dog spaces due to the needed sound attenuation, plumbing, and durability required in dog holding areas. This addition will also connect to the outside dog run areas. The attached presentation shows the schematic design and outside and inside renderings based on the design development phase.

Sustainability

As part of the design contract, INVISION was to identify options to reduce greenhouse gas emissions. These options could include geothermal heating and cooling, ensuring that the building is ready to install future solar panels, LED lighting, variable frequency drives for pumps, and a heat recovery system.

Due to the cost estimate, it does not appear that geothermal heating and cooling is financially feasible. While there is the possibility of a Federal tax incentive for 30% of the costs associated with geothermal, it is estimated that adding geothermal could cost 50% to 100% more than the current estimated HVAC costs. **Therefore, it was determined that air-source heat pumps and heat recovery are the best sustainable options within the current funding available.**

The roof is planned for replacement and will be designed to hold future solar panels. The electrical equipment will also be designed for the addition of future solar. There is also the possibility on this site to use ground-mounted solar panels on the west end of the property.

FINANCIAL AND DESIGN DEVELOPMENT ESTIMATE:

The following table shows the current funding and estimated costs for the project. The Design Development construction estimate was completed by Stecker-Harmsen, a sub-consultant to INVISION. The design development estimate received based on the information provided exceeded the established construction budget. Therefore, staff and the design team worked to value-engineer to a reduced project cost, including making sure the Furniture, Fixtures and Equipment (FF&E) budget was accurate. This process involved removing items deemed not necessary due to cost, refining the FF&E budget number with accurate estimates, and identifying possible alternatives should funding be available. This process resulted in the revised project being within the identified funding.

The table below shows the breakdown of expenses and revenues for the project. It should be noted that the design development estimate includes a 5% design contingency for items that were potentially not in the estimate during the development of construction documents.

EXPENSES		FUNDING SOURCES	
Previous Site Investigation	$ 4,075		
2715 Dayton Purchase Option	5,000		
Site Acquisition	1,100,000		
Conceptual Design	66,360		
Change Order No. 1 (Detailed Design/Construction Specs)	588,000		
Construction/Renovation	4,870,976		
FF&E/Permits	450,000		
Construction Contingency	250,000		
3rd Party Testing/Geotechnical	40,000		
		Stormwater Quality CIP Funding	$ 30,000
		FY 2023/24 General Fund Savings	100,000
		Council Priorities Capital Fund	2,855,000
		Lead Donation	3,000,000
		Donation Campaign	1,500,000
TOTALS	**$ 7,374,411**		**$7,485,000**

Bid Alternates

Based on the value engineering discussion and decisions, some items were marked as add-alternates for construction if the budget allows, based on favorable bids. The first add-alternate is for a screen wall on the catio area on the south side of the building. This would allow for more shade, visual interest, and the opportunity for signage in front of the catios. The second alternative is for additional parking to the west of the current parking lot. Other items may be designated as alternatives during the construction document phase and will be identified when the project goes to bid.

Fundraising

As of this date, volunteer fundraising has met the goal with a lead donation of $3,000,000 for this project and another $1,500,000 through small donations and gifts to specific project items. The design team has worked with the fundraising group to make sure the spaces are appropriate for the donation request.

Additional Scope

Near the end of design development, staff, volunteers, and donors discussed the proposed schematic design of the dog holding areas and determined that the route to take dogs from those areas to the outside yards was not ideal. Instead, the ideal scenario is to allow access from the dog holding areas directly to the yards with a door available in each area. Due to ADA requirements, this would require expanding the proposed addition and changes to the yards and egress from the building.

Since modifying the design at this point would require design rework, it was determined that any changes would require additional design services in addition to the added construction costs from the increased scope. INVISION provided an estimate of the additional design and construction costs to accomplish these changes. Additional design costs are be $24,440, and the additional construction costs are estimated at $154,416 (including a proportionate increase in contingency) for the expansion of the proposed addition, for a total of $178,856.

The City has received a commitment from the fundraising team to cover the total $178,856 for the improvements to the dog area. The work related to the redesign will impact the schedule. The schedule shown below reflects the revised timing. The costs are not shown in the table above, but will be reflected in future project budgets presented to the City Council. Staff will prepare and approve the change order for INVISION's contract following this Council meeting. **No further substantial changes to the design are anticipated.**

NEXT STEPS

The next steps are to complete the construction documents and bid the project. The estimated schedule is shown below:

Construction Documentation
Now – June 2026
Cost Estimate by Stecker-Harmsen @ 75% construction documentation

Bidding
July 2026 – August 2026

Construction
Summer 2026 – Spring 2027

The contract will be awarded to a prime general contractor. The City will hire a third-party testing company and will manage the construction with the assistance of the architect and sub-consultants.

STAFF COMMENTS:

Once the City Council can receives this report, work will proceed with preparation of construction documents. The revised dog area will be designed and its costs will be covered by additional donor funding in excess of the $4,500,000 goal.

ATTACHMENT(S):
Ames Animal Services Project - City Council Presentation Update 2026.05.12.pdf

City of Ames

Ames Animal Services

INVISION

May 12, 2026

Agenda

Tuesday 05.12.2026

Introduction

Design

- Floor Plan
- Exterior Material Palette
- Exterior Design Concepts
- Exterior Renderings
- Interior Material Palette
- Interior Renderings

Schedule

- Review CD and Bidding Schedule

Budget

- Review Budget & DD Cost Opinion

Plan Update

Current Floor Plan

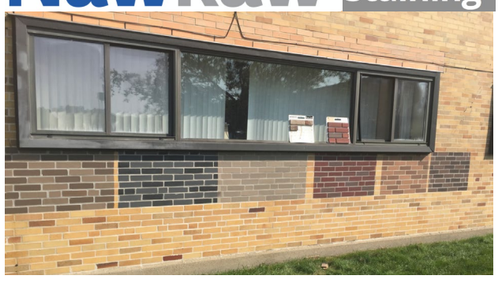


Materiality

Stain existing brick. Warm wood-toned elements. Building graphics

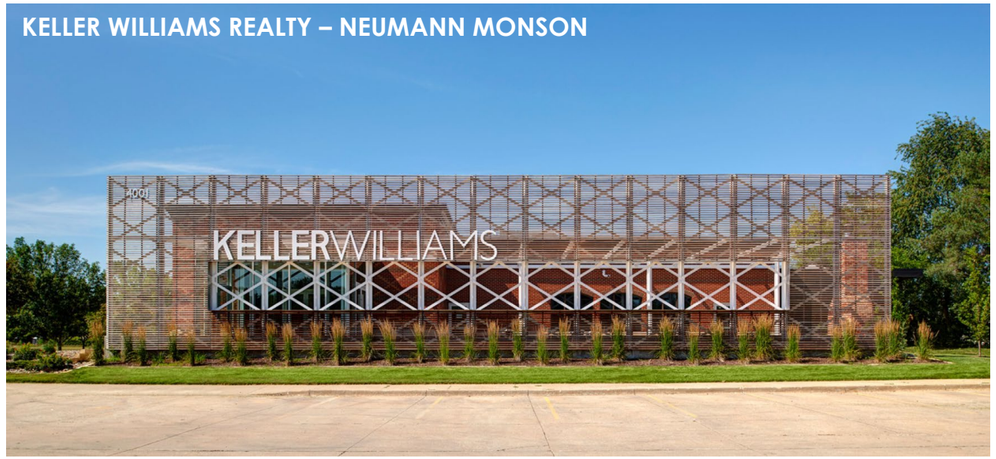


Nawkaw® Masonry Staining



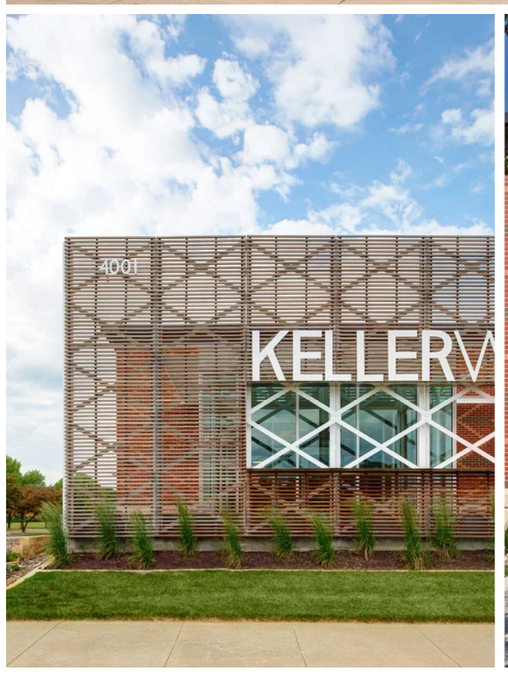
Design Concepts

Street Presence – The Billboard – Entry Experience – Catios & Animals on Display















Existing - NE







Proposed - NE


CITY OF AMES
AMES ANIMAL SERVICES
N


SAN ANTONIO ANIMAL SHELTER – LAKE|FLATO


TikTok
welcome to
COFFEE CATS WDM
COFFEE CATS CAFE


ADOPT



Design Concepts

Entry Experience – Human Scale

- Human scale entry element.
- Dark stained brick contrasted with warm wood tone material
- Cat Bay Windows & Bun Run at Entry
- Playful graphic elements











Proposed – NW







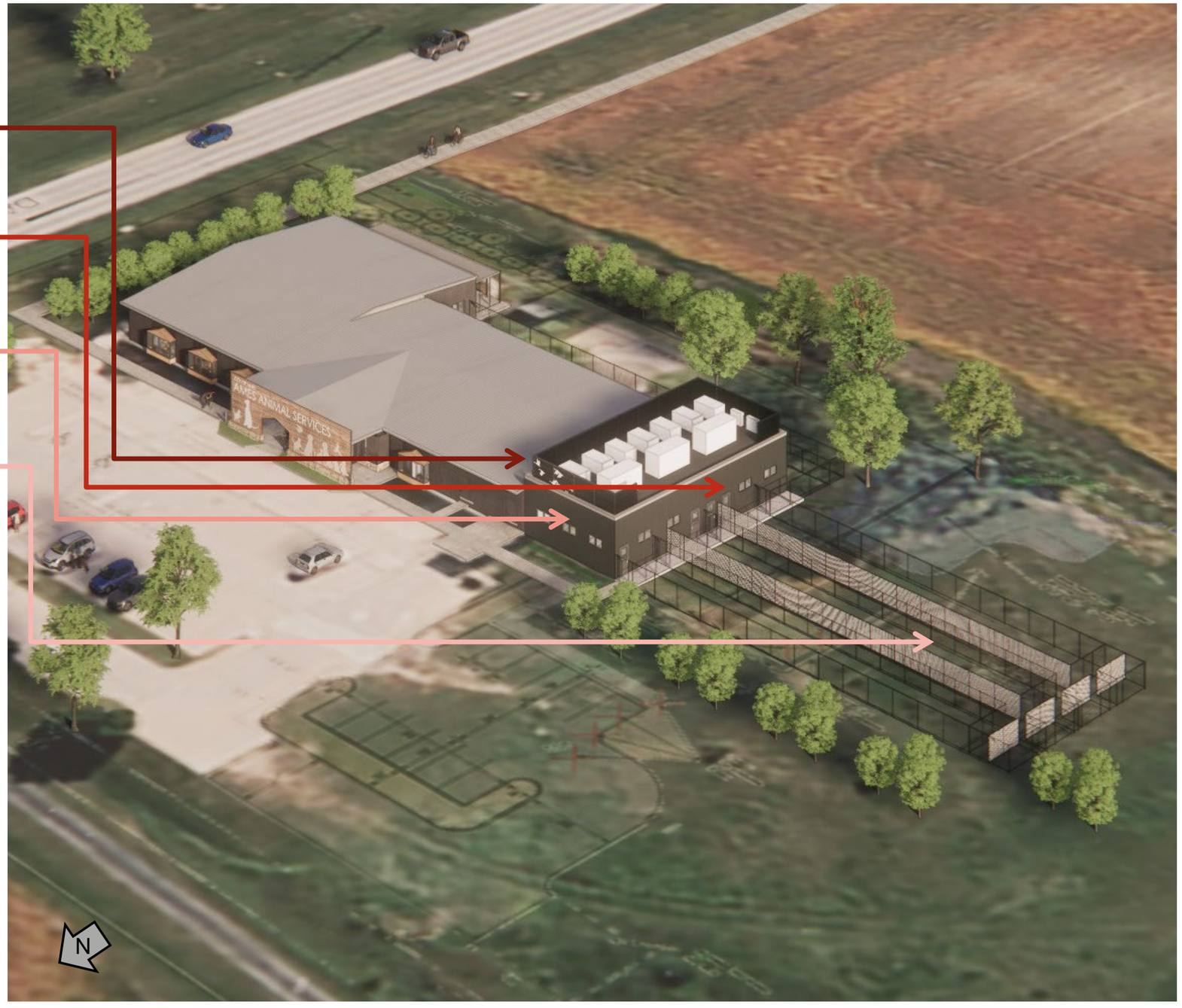
Design Concepts

Building Addition

- Rooftop mechanical louver with playful graphics
- High windows for natural light into dog spaces
- Dark exterior finish to match existing building brick stain
- Exterior dog runs with artificial turf grass







Existing - SE







Proposed - SE

BASE BID





BASE BID

Design Concepts

Street Presence – Catios on Display

- Catio spaces viewable from Dayton Road





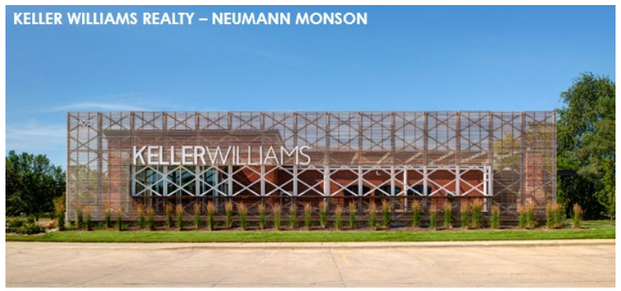
ADD ALTERNATE

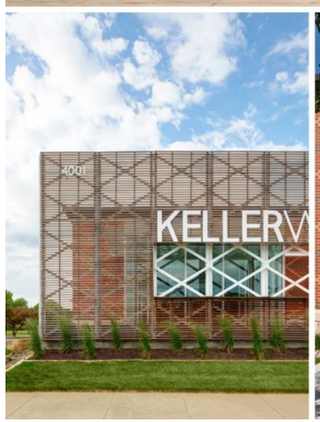
Design Concepts

Street Presence – The Billboard

- Large building signage/graphic element visible from cars driving by @ 55 MPH

- Catio Screenwall will be an Add Alternate.









Design Concepts

Street Presence – Catio Display



Design Concepts

Entry Experience



Design Concepts

Entry Experience



Design Concepts

Entry Experience



Wayfinding and Graphics

NOT TO SCALE







LOBBY PHOTO WALL + WAYFINDING



WALL PAINT

WALL PAINT

HOLLOW METAL FRAMES

SOLID SURFACE

LAMINATE

TILE FLOORS + COVE BASE



LOBBY RETAIL WALL + WAYFINDING



WALL PAINT

WALL PAINT

HOLLOW METAL FRAMES

SOLID SURFACE

LAMINATE

TILE FLOORS + COVE BASE



EXOTICS CORRIDOR

WALL PAINT	WALL PAINT	WALL PAINT	HOLLOW METAL FRAMES	VINYL WALLCOVERING	EPOXY FLOORING

Schedule

- Construction Documentation
    - Current – June 2026
    - Cost Estimate by Stecker-Harmsen @ 75% CDs

- Bidding
    - July 2026 – August 2026

- Construction
    - Summer 2026 – Spring 2027

Budget

EXPENSES		FUNDING SOURCES	
Previous Site Investigation	$ 4,075		
2715 Dayton Purchase Option	5,000		
Land Acquisition	1,100,000		
Conceptual Design	66,360		
Change Order No. 1 (Detailed Design/Construction Specs)	588,000		
Construction/Renovation	4,870,976		
FF&E/Permits	450,000		
Contingency	250,000		
3rd Party Testing/Geotechnical	40,000		
		Stormwater Grant	$ 30,000
		FY 2023/24 General Fund Savings	100,000
		Council Priorities Capital Fund	2,855,000
		Lead Donation	3,000,000
		Donation Campaign	1,500,000
TOTALS	**$ 7,374,411**		**$7,485,000**

Thank you

INVISION + DLI

PLANNING | ARCHITECTURE | INTERIORS

ANIMAL FACILITY
ENGINEERING • PLANNING

ITEM #:	**34**
DATE:	**05-12-26**
DEPT:	**ELEC**

COUNCIL ACTION FORM

SUBJECT: **13TH AND GRAND POWER LINE RELOCATION**

BACKGROUND:

The Public Works Department plans to widen the intersection of 13th Street and Grand Avenue in the 2027 construction season. To allow the reconstruction to occur in a manner that limits the disruption to traffic and property owners at this busy intersection, Public Works has requested that public and private utility companies relocate their facilities that conflict with the project during the 2026 construction season.

To accomplish the relocation of Ames Electric facilities, an outside contractor will be hired to supply labor, equipment, and materials to relocate the power poles. Private communication company attachments on the City's power poles will be relocated or buried at the individual communication company's expense. The Electric Department has contracted with DGR Engineering, Rock Rapids, IA to develop plans and specifications to relocate several power poles for this upcoming project.

On March 24, 2026, City Council approved preliminary plans and specifications for the 13th & Grand Power Pole Relocation project. An Invitation to Bid was advertised on the Current Bid Opportunities section of the Purchasing webpage and a Legal Notice was published on the websites of a contractor plan room service with statewide circulation. On April 29, 2026, four bids were received as shown below.

BIDDER	TOTAL COST
Engineer's Estimate	*$700,000*
IES Commercial Inc. Holdrege, NE	$527,595.56
Michels Power, Inc. Neenah, WI	$567,410.41
Altitude Energy Keenesburg, CO	$670,000.00
Ward Electric Company, LLC Longmont, CO	$1,327,918.21

Staff reviewed the bids and determined that the low bid from IES Commercial Inc, of Holdrege, NE, is acceptable.

The FY 2026/27 Capital Improvements Plan contains $100,000 for this work in the Streetlight and Line Relocations project. Previously, a sizeable balance of funding for this relocation work had been accumulated and carried over, but this funding was dropped when it was not clear when the project would occur.

To address the shortfall in funding, Electric worked with Finance to move CIP funding around during final budget amendments. Some of these projects were complete and had savings; a couple project will be reprogramed, allowing for funds to be moved to the 13th and Grand Power Line Relocation project: A list of the projects and available funding is included in the table below.

Funding Source	Revenues	Expenses
2025/26 Streetlight & Line Relocation CIP	$ 36,000	
2026/27 Streetlight & Line Relocation CIP	100,000	
EV Charging Stations	75,000	
Street Light LED Retrofits	21,981	
Electric Dist. Locker Room	107,300	
Electric Dist. Storage Building	94,771	
CT 1 Failure	80,684	
Power Plant Fire Protection	250,000	
Engineering		36,000.00
Construction (this action)		$ 527,595.56
TOTAL	$ 765,736	$ 563,595.56

ALTERNATIVES:

1. Approve final plans and specification and award a contract to IES Commercial, Inc. of Holdrege, NE, in the amount of $527,595.56.

2. Award this project to another bidder.

3. Do not proceed with the project at this time.

CITY MANAGER'S RECOMMENDED ACTION:

For Public Works to begin the reconfiguration of the 13th Street and Grand intersection, the Electric Department will need to move its electric infrastructure in the vicinity. To meet Public Works' planned project schedule and avoid a delay in their 2027 construction window, Electric Services needs to accomplish its work in 2026. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as stated above.

ATTACHMENT(S):
Ltr - Rec Award Const 419441.pdf

May 4, 2026

City of Ames Electric Services Department
Attn: Lyndon Cook, P.E., Electrical Engineering Manager
Electrical Engineering Division
502 Carroll Avenue
Ames, IA 50010

RE: **Recommendation of Award of Contract**
15 kV Distribution Line Relocate – 13th Street and Grand Avenue
Bid No. 2026-091
DGR Project No. 419441

Dear Lyndon:

We have reviewed the bids received on April 29, 2026 for the above-referenced project. The bids have been reviewed for mathematical accuracy and compliance with the bid specifications. Based on this review, we offer the following recommendation.

A total of four (4) responsive bids were received, with bid prices ranging from $527,595.56 to $1,327,918.21. The apparent low bid was submitted by IES Commercial, Inc. of Holdrege, Nebraska, in the amount of $527,595.56.

IES Commercial, Inc. has successfully completed similar projects for our clients, and we are familiar with their qualifications and prior performance. Based on our review and prior experience, IES Commercial, Inc. is a responsible bidder and is qualified to perform the work. Therefore, we recommend that the contract be awarded to IES Commercial, Inc. for a total contract price of $527,595.56.

Please review our recommendation and feel free to contact us with any questions you may have.

Best Regards,

DGR Engineering

Dennis Haselhoff, P.E.
Enclosure: Bid Summary and Tabulation
DJH:ste

ITEM #:	**35**
DATE:	**05-12-26**
DEPT:	**ELEC**

COUNCIL ACTION FORM

SUBJECT: REVOCABLE LEASE OPTION FOR AIRPORT SOLAR DEVELOPMENT

BACKGROUND:

At the April 21, 2026, City Council Workshop a presentation was made regarding a potential solar farm at the Ames Municipal Airport. The project would require that the City lease portions of the Airport property to Ames Greenfield Development, LLC (a subsidiary of Recall Strategies) for the evaluation, installation, and operation of the solar project. The developer envisions the installation of up to 24.9 MW(ac) of solar panels on an area of approximately 165 acres. The panels would be divided into several separate zones on portions of the properties that are currently farmed by a tenant who contracts with the City. The City Council directed that staff proceed with negotiating a revocable lease option agreement.

This agreement is critical if the project is to move forward and qualify for federal tax credits. To secure the 30% Investment Tax Credit from the Federal government, a project must achieve "safe harbor" status by July 4, 2026. If the developer fails to secure the lease and make the necessary financial investments prior to this date, then the credit expires and the project would see a 30% increase in cost.

This agreement would only provide the developer the right to construct and operate the project if certain conditions are met. Most significant is the condition that the parties enter into a Notice to Proceed Amendment, which will contain the terms for the power purchase including the capacity of the project, the energy pricing, and the specific areas where the panels will be installed within the lease area. These details cannot be known until further engineering and negotiations occur this fall. If the parties cannot agree to this amendment by the negotiated deadline the option agreement would expire, the project would not be constructed, and the City would have no financial obligation to the developer. The City would be under no obligation to agree to the amendment if it finds any term of it objectionable (e.g., pricing, size, impacts to other Airport users, etc.)

The developer and City staff have worked diligently over the past several weeks to prepare a lease option agreement that achieves the developer's goals of securing financing and obtaining the federal tax credits and the staff's goals of creating a cost-effective energy project while protecting the Airport and its tenants and users. However, there remain a handful of technical details to that need to be addressed before the documents can be finalized and presented for approval.

Staff is therefore requesting that the hearing for this agreement be continued to May 19, 2026. The developer has indicated that this is the latest possible date that the agreement could be approved and leave enough time to complete the safe harbor work prior to the expiration of the tax credits. City staff believes this one-week extension

provides sufficient time to complete and review the lease option details.

ALTERNATIVES:

1. Continue the hearing for this revocable lease option agreement to May 19, 2026.

2. Take no action, and do not proceed with the potential solar development project.

CITY MANAGER'S RECOMMENDED ACTION:

The next step in determining if a solar farm can be developed at the Ames Municipal Airport is to enter into a Revocable Lease Option Agreement. If the parties are unable to finalize a mutually acceptable agreement, the solar project will not be pursued. However, even if this agreement is approved, the City and the solar developer still must arrive at a mutually agreeable Notice to Proceed Amendment (i.e., the Power Purchase Agreement) or the lease option will lapse.

Assuming a Revocable Lease Option Agreement is approved on May 19, City staff and the developer then will work over the next several months to finalize the proposed arrangement of solar panels on the property, the cost of the energy, and the other terms for the Notice to Proceed Amendment. It is important to keep emphasizing that the City is under no obligation to agree to the future amendment and proceed with the proposed solar farm if the terms are unacceptable to the City.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative 1, as described above.

ITEM #:	**36**
DATE:	**05-12-26**
DEPT:	**ELEC**

COUNCIL ACTION FORM

SUBJECT: AGREEMENTS WITH ITC FOR SUBSTATION OWNERSHIP RIGHTS AT PRAIRIE VIEW INDUSTRIAL CENTER

BACKGROUND:

The Prairie View Industrial Center (PVIC) development, located east of I-35 and south of Lincoln Way, created the need for a new electrical substation to serve anticipated growth and new customer demand in the area. Alliant Energy, through its transmission provider, ITC, identified that existing transmission infrastructure did not have sufficient capacity to reliably support the required electrical load. **Due to the close proximity of Ames Municipal Electric Utility's existing 161 kV transmission line connecting the City to MidAmerican Energy Company's (MEC) Ankeny substation, Ames was uniquely positioned to assist in supporting the new substation.**

ITC has constructed a new 161 kV electrical substation within the Prairie View Industrial Center on the south side of Lincoln Way adjacent to Ames' existing transmission line. During development of the substation, ITC requested to interconnect with Ames' 161 kV transmission system, which extends from the Ames Plant Substation to a MEC substation north of Ankeny. The purpose of the PVIC substation is to provide Alliant Energy with the transmission capacity necessary to serve anticipated industrial and commercial growth in the area, while also allowing portions of existing distribution load to be transferred to the new transformer facilities planned at the substation.

The interconnection project involves extending the City's existing 161 kV transmission line and installing associated transmission equipment within a designated portion of the ITC substation. This project was previously identified in the City's Capital Improvements Plan and approved by Council as part of the FY 2025–2030 CIP.

Three agreement are being proposed to facilitate this project: 1) a Construction Agreement, 2) a Transmission Interconnection Agreement, and 3) a Joint Ownership Agreement. **The Interconnection and Joint Ownership Agreements provide several important benefits to the City of Ames. First, joint ownership preserves a clear and direct transmission path between Ames and MidAmerican Energy Company, maintaining Ames' participation within the MEC Load Balancing Area. Second, the agreements provide Ames access to an additional transmission source, improving overall system reliability and operational flexibility during planned maintenance activities or unexpected outages. Third, ownership participation in transmission facilities allows Ames to receive transmission-related revenues through the Midcontinent Independent System Operator (MISO).**

In addition to the immediate reliability benefits associated with the PVIC interconnection, ITC plans to add a new 161 kV transmission lines between the Fernald and ITC Ames substations to PVIC, with a future transmission line also planned between PVIC and the City of Ames.

These future transmission improvements will further strengthen reliability for Ames Municipal Electric Utility customers.

Under the terms of the Interconnection and Joint Ownership Agreements, Ames will maintain joint ownership interests in the applicable transmission and substation facilities, while MidAmerican Energy Company will continue serving as Ames' Transmission Operator.

City staff needs additional time to complete the review of these agreements. Therefore, staff is requesting that the City Council continue the hearing to the May 26, 2026 City Council meeting.

ALTERNATIVES:

1. Continue the hearing to the May 26, 2026 City Council meeting.

2. Do not enter into agreements with ITC at this time and refer this item back to City staff for additional information.

CITY MANAGER'S RECOMMENDED ACTION:

Alliant Energy was in need of a new substation to serve the Prairie View Industrial Center. ITC, Alliant's transmission provider, does not have adequate transmission resources in the area to provide the needed capacity for the substation. With the close proximity of Ames' existing line that connects the City to MidAmerican's (MEC) Ankeny substation, Ames can help support the substation.

The three agreements that are being recommended for approval provide several advantages to the City. First, joint ownership maintains a clear, direct path from Ames to MEC, preserving Ames as part of the MEC Load Balancing Area. Second, Ames has access to a new transmission source, further enhancing the electric reliability of Ames' system in the event of needed maintenance or unplanned outages. Third, utilities that invest into transmission assets receive revenues from MISO.

More time is necessary to complete the preparation and review of these agreements. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as noted above.

Item No. 37

MEMO

To: Mayor & City Council

From: John Dunn, Director of Water & Pollution Control

Date: May 12, 2026

Subject: Water Meter Setting Requirements

The ordinance revising *Municipal Code* Chapter 28 for Water Meter to increase water rates by 3.5% and increase sanitary sewer rates by 5.5% is attached for second reading.

ATTACHMENT(S):
FINAL DRAFT Ordinance Water-Sewer Rates FY2026-27.PDF

ORDINANCE NO. _____

AN ORDINANCE TO AMEND THE MUNICIPAL CODE OF THE CITY OF AMES, IOWA, BY AMENDING SECTIONS 28.201(1)(2)(3)(4)(5)(7)(8), 28.303 and 28.304(3) THEREOF, FOR THE PURPOSE OF AMENDING WATER AND SEWER RATES AND CHARGES REPEALING ANY AND ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT TO THE EXTENT OF SUCH CONFLICT; AND ESTABLISHING AN EFFECTIVE DATE.

BE IT ENACTED, by the City Council for the City of Ames, Iowa, that:

Section One. The Municipal Code of the City of Ames, Iowa shall be and the same is hereby amended by amending Sections 28.201(1)(2)(3)(4)(5)(7)(8), 28.303 and 28.304(3) as follows:

DIVISION II
WATER SERVICE

"Sec. 28.201. WATER RATES AND CHARGES
The rates and charges for water supplied to consumers by the water utility of the city, to be billed on or after July 1, ~~2025~~, 2026 are as follows:

(1) R**esidential Rates.**

***

(b) **Rate per billing period.** For each monthly billing period a residential rate customer:

(i) shall be charged a minimum charge based on meter size, and in addition
(ii) shall be charged for water usage during the billing periods as follows:
(a) for bills mailed on or between July 1 and October 31 (summer period):
~~$0.0288~~ $0.0298 per cubic foot for the first 1000 cubic feet of usage
~~$0.0508~~ $0.0525 per cubic foot for the next 1500 cubic feet of usage
~~$0.0288~~$0.0790 per cubic foot for all usage over 2500 cubic feet
(b) for bills mailed on or between November 1 and June 30 (winter period):
~~$0.0288~~$0.0298 per cubic foot

(2) **Non-residential (Commercial) Rates**

***

(b) **Rate per billing period:** For each monthly billing period a non-residential customer:

(i) shall be charged a minimum charge based on meter size, and in addition
(ii) shall be charged for water usage during the billing periods as follows:
(a) for bills mailed on or between July 1 and October 31 (summer period):
~~$0.0376~~ $0.0389 per cubic foot
(b) for bills mailed on or between November 1 and June 30 (winter period):
~~$0.0288~~ $0.0298 per cubic foot

(3) **Non-Peaking Industrial Rate.**

***

(b) **Rate per Billing Period.** For each monthly billing period a non-peaking industrial rate customer:

(i) shall be charged a minimum charge based on meter size, and in addition

(ii) shall be charged for water usage during the billing periods as follows:

(a) for bills mailed on or between July 1 and October 31 (summer period): ~~$0.0288~~ $0.0298 per cubic foot

(b) for bills mailed on or between November 1 and June 30 (winter period): ~~$0.0288~~ $0.0298 per cubic foot

(4) **Irrigation and Yard Water Service Rate.**

***

(b) **Rate per Billing Period.** For each monthly billing period an irrigation and yard water rate customer:

(i) shall be charged a minimum charge as described below, and in addition

(ii) shall be charged for water usage during billing periods as follows:

(a) for bills mailed on or between July 1 and October 31 (summer period):
~~$0.0415~~ $0.0429 per cubic foot for the first 2000 cubic feet of usage
~~$0.0763~~ $0.0790 per cubic foot for the next 3000 cubic feet of usage
~~$0.1270~~$0.1315 per cubic foot for all usage greater than 5000 cubic feet.

(b) for bills mailed on or between November 1 and June 30 (winter period):
~~$0.0288~~ $0.0298 per cubic foot

(5) **Rural Water Rate.**

***

(b) **Rate per billing period.** For each monthly billing period, a rural water rate customer:

(i) shall be charged a Rural water minimum charge based on meter size.

(ii) shall be charged for water usage during billing periods as follows:

(a) for bills mailed on or between July 1 and October 31 (summer period):
~~$0.0477~~ $0.0493 per cubic foot for the first 2000 cubic feet of usage
~~$0.0877~~ $0.0908 per cubic foot for the next 3000 cubic feet of usage
~~$0.1461~~$0.1512 per cubic foot for all usage greater than 5000 cubic feet.

(b) for bills mailed on or between November 1 and June 30 (winter period):
~~$0.0331~~$0.0342 per cubic foot for all consumption

***

(7) **Minimum charges.** For each monthly billing, each customer shall be charged a minimum monthly charge based on the size of the water meter (s) and/or irrigation meter (s) at each location. The minimum monthly charge may be prorated, based on a 30-day billing period, for the customer's initial and/or final bills, provided that in no case shall the minimum monthly charge be less than seven dollars and ~~six~~ thirty-one cents ~~$7.06~~ $7.31).

The minimum monthly charge for each water meter location shall be as follows:

Size of Meter	Residential, Non-Residential, Non-Peaking Industrial, and Irrigation Account	Yard Water Accounts	Rural Water Accounts
5/8"or 5/8" x 3/4"	~~$14.70~~ $15.21	~~$5.5 7~~$5.77	~~$16.91~~ $17.50
3/4 inch	~~$29.39~~ $30.42	~~$8.64~~ $8.94	~~$33.80~~ $34.99
1 inch	~~$58.80~~ $60.85	~~$12.40~~ $12.46	~~$67.62~~ $69.99
1-1/2 inch	~~$117.59~~ $121.71	~~16.61~~ $17.19	~~$135.24~~$139.97
2 inch	~~$235.19~~ $243.42	~~$22.08~~ $22.85	~~$270.46~~$279.93
2 inch, battery of 2	~~$455.53~~ $471.48	~~--~~	~~$523.86~~ $542.20
2 inch, battery of 3	~~$675.97~~ $699.63	~~--~~	~~$777.37~~ $804.58
3 inch	~~$470.26~~ $486.72	~~$28.72~~ $29.72	~~$540.81~~ $559.74
4 inch	~~$793,53~~ $821.31	~~$35.70~~ $36.95	~~$912.56~~ $944.50
6 inch	~~$1,322.55~~ $1,368.83	~~$42.76~~ $44.26	~~$1,520.93~~ $1,574.16
8 inch	~~$2,645.09~~ $2,737.67	~~$49.82~~ $51.56	~~$3,041.85~~ $3,148.31
10 inch	~~$3,967.64~~ $4,106.50	~~$56.34~~ $58.32	~~$4,562.78~~ $4,722.48

(8) **Multiple dwellings – Mobile home parks.** Multiple dwellings, including mobile home parks, may be serviced from a single water meter. However, there shall be a surcharge added to the water rates set forth above, to be calculated as follows:

For a 5/8 inch meter serving 2 or more dwelling units.....~~$4.23~~$4.38/month/unit
For a ¾ inch meter serving 4 or more dwelling units..... ~~$4.23~~$4.38/month/unit
For a 1 inch meter serving 8 or more dwelling units..... ~~$4.23~~$4.38 /month/unit
For a 1-1/2 inch meter serving 16 or more dwelling units..... ~~$4.23~~$4.38/month/unit
For a 2 inch meter serving 30 or more dwelling units.....~~126.61~~$131.04/month
for the first 30 units plus ~~$6.57~~ $6.80/month per unit
for each additional unit in excess of 30 units
For a 3 inch or larger meter serving any number of dwelling units ~~$5.81~~ $6.02/month/unit
For the purposes of this section, a dwelling unit is defined as a self-contained living facility, (i.e., including kitchen and bath) such as an apartment or a licensed independent mobile home space.

***

DIVISION III
SEWERS

Sec. 28.303. USE OF RATE REVENUE.

The user charge system shall generate adequate annual revenues to pay costs of annual operation and maintenance, including replacement, and costs associated with debt retirement of bonded capital associated with financing the treatment works which the City may by ordinance designate to be paid by the user charge system. ~~That portion of the total user charge, which is designated for operation and maintenance, including replacement of the treatment works, shall be established by this ordinance.~~

~~That portion of the total user charge collected which is designated for operation and maintenance, including replacement, shall be deposited in a separate non-lapsing fund known as the WPC Operation, Maintenance and Replacement Fund.~~

~~Fiscal year end balances in the operation, maintenance, and replacement fund shall be used for no other purposes than those designated. Monies which have been transferred from other sources to meet temporary shortages in the operation, maintenance, and replacement fund shall be returned to their respective accounts upon appropriate adjustment of the user charge rates for operation, maintenance, and replacement. The user charge rate(s) shall be adjusted such that the transferred monies will be returned to their respective accounts within six months of the fiscal year in which the monies were borrowed.~~

Sec. 28.304. SEWER RATES ESTABLISHED.

~~***~~

(3) The rates and charges for sewer service provided by the sewer utility of the City, to be billed on or after July 1, ~~2025~~2026, for each monthly billing period are as follows:

(a) **Resident Customers**. The Resident Rate shall apply to all customer accounts within the Ames corporate limits.

(i) a monthly minimum charge of ~~thirteen dollars and seventy-three cents ($13.73)~~ fourteen dollars and forty-eight cents ($14.48).

(ii) a charge for sewer usage during the billing period of ~~three dollars and fifty-one cents ($3.51)~~ three dollars and seventy cents ($3.70) per 100 cubic feet.

(b) **Nonresident Customers.** The Nonresident Rate shall apply to all customers accounts outside the Ames corporate limits, except for those covered by a separate wholesale contract or agreement for service.

(i) a monthly minimum charge of ~~fifteen dollars and seventy-nine cents ($15.79)~~ sixteen dollars and sixty-six cents ($16.66).

(ii) a charge for sewer usage during the billing period of ~~four dollars and four cents ($4.04)~~ four dollars and twenty-six cents ($4.26) per 100 cubic feet.

(c) The minimum monthly charge may be prorated, based on a 30-day billing period, for the customer's initial and/or final bills, provided that in no case shall the prorated minimum monthly charge be less than ~~five dollars and twenty-seven ($5.27)~~five dollars and fifty-six cents ($5.56).

~~***~~"

Section Two. All ordinances, or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict, if any.

Section Three. This ordinance shall be in full force and effect from and after its passage and publication as required by law.

Passed this _____ day of _____, 2026.

_____ _____
John A. Haila, Mayor

First Reading:

Second Reading:

Third Reading:

Passed on:

I, Renee Hall, City Clerk of the City of Ames, Iowa, hereby certify that the above and foregoing is a true copy of Ordinance No. _____, passed by the City Council of said City at the meeting held on _____and signed by the Mayor on _____, and published in the Ames Tribune on _____.

_____
Renee Hall, City Clerk

MEMO

To: Mayor & City Council

From: Mark O. Lambert, City Attorney

Date: May 12, 2026

Subject: Closed Session

I hereby advise the Council that the Council has the authority to go into closed session under *Iowa Code* section 21.5(1)(c), to discuss with legal counsel matters presently in litigation or where litigation is imminent.