

**MINUTES OF THE INFORMAL MEETING OF THE JOHNSON COUNTY
BOARD OF SUPERVISORS:
MARCH 10, 2011**

TABLE OF CONTENTS

	Page
County Engineer Greg Parker: 2011-2015 Five-Year Road Construction Program and the Future Right-Of-Way Needs Map	2
540th Street (Twin County Dairy/County Highway F67).....	2
Oakdale Boulevard Extension	2
120th Street (County Road F12)	3
County Structure R-28-12 on Oak Crest Hill Road (County Route W64).....	3
County Structure P-2-4 on Cosgrove Road.....	4
County Structure G-32-1 on Mehaffey Bridge Road (County Road F28).....	4
Dubuque Street Trail Phase II	5
520th Street Phase I (County Road X14 and County Road F62).....	5
Oakdale Boulevard Extension	6
County Structure T-24-3 on 520th Street (County Road F62).....	6
Mehaffey Bridge Road (County Road F28).....	6
520th Street Phase II (County Road F62)	6
Mehaffey Bridge Road (County Road F28).....	6
County Structure M-36-1 on Sharon Center Road.....	7
County Structure E-21-4 on Lower Oxford Road.....	7
County Structure N-30-10 on Copi Road.....	7
Ely Road Phase I (County Road W6E)	8
520th Street Phase III (County Road F62).....	8
Ely Road (County Road W6E).....	9
Mehaffey Bridge Road Trail	10
IWV Road Phase I (County Road F46).....	10
Ely Road Phase II (County Road W6E).....	11
County Structure S-29-2 on Taft Avenue.....	12
Right-of-Way Dedication Map.....	13
Reports and Inquiries from Executive Assistant Andy Johnson	14
Board of Supervisors: Revised Snow and Ice Removal Policy.....	14
Board of Supervisors: Carpooling to Iowa State Association of Counties Spring School.....	18
Reports and Inquiries from the Board of Supervisors	18

Chairperson Harney called the Johnson County Board of Supervisors to order in the Johnson County Administration Building at 6:25 p.m. Members present were: Pat Harney, Terrence Neuzil, Janelle Rettig, Sally Stutsman, and Rod Sullivan.

COUNTY ENGINEER GREG PARKER: 2011-2015 FIVE-YEAR ROAD CONSTRUCTION PROGRAM AND THE FUTURE RIGHT-OF-WAY NEEDS MAP

County Engineer Greg Parker said he will present the annual 5-Year Road Construction Program draft for calendar years 2011 to 2015. Tonight's presentation includes all the changes the Board has requested. The Iowa Department of Transportation (IDOT) deadline for submitting the 5-Year Road Construction Program is on or before April 15, 2011, therefore, the plan needs to be approved by the Board and submitted before that date.

Assistant County Engineer Ed Bartels said the entire presentation will be available on the website. The Right-of-Way Needs Map will also be available.

2011 CONSTRUCTION SEASON PROJECTS

540th Street (Twin County Dairy/County Highway F67)

Bartels said 540th Street, near Twin County Dairy is a joint project between the County and the developer, Twin County Dairy. They will be doing an urban curb and gutter section in front of the dairy. Horizontal and vertical alignment improvements will be done as well as improvements to the drainage. Neuzil asked if the County has received any information from the State of Iowa about the driveway. Bartels said no, not yet. Neuzil asked for Bartels to keep the Board posted.

Oakdale Boulevard Extension

Bartels said the second project is the Oakdale Boulevard Extension. This is a multi-year project. He said this area is located between what used to be Gold's Gym and Dubuque Street, and it will be a brand new section of road. Neuzil said money has been saved for several years and he asked if the primary funding for the project is coming through the Metropolitan Planning Organization of Johnson County (MPOJC). Assistant County Engineer Rob Winstead said the County received \$1.5 million of Surface Transportation Program (STP) money. The remainder is split between Johnson County and the City of Coralville.

Stutsman asked if the County is any closer to getting permits on this project. Winstead said Coralville's environmental consultant contacted Secondary Roads this week and said they think the Federal Highway Administration (FHWA) is now happy with the environmental impact assessment. There are steps that have to take place after that, one of which includes a public hearing on the project. Coralville is the lead agency from the environmental standpoint so they will conduct the public hearing. Once the comment period and public hearing steps are completed, then Secondary Roads will get the green light to submit plans to the IDOT and to start the right-of-way negotiation process. Harney asked if Secondary Roads is not allowed to do any negotiations on the

properties involved until the permits are submitted to the State of Iowa. Winstead said that is correct.

Winstead said the Oakdale Boulevard Extension will be an urban section like the other parts of Oakdale Boulevard. There will be a curb, gutter, and a wide sidewalk. Rettig said it will be a multiuse sidewalk. Winstead said yes, the sidewalk will be on one side. Rettig asked if the sidewalk is included in this cost estimate. Winstead said yes.

Harney asked when the anticipated start date is. Winstead said the project is subject to the right-of-way negotiation process and it would not start before late fall 2011. Winstead said it will be a long project, probably a two construction year season.

120th Street (County Road F12)

Bartels said the next project is 120th Street into the City of Shueyville. This is a joint project with Shueyville, who is paying for a lot of the project. The County is bonding for the project and there is an agreement for the funding. The project is about a mile long with a rural section up to James Avenue. The section from James Avenue on is going to be an urban section with Portland cement concrete, curb, and gutter. The County section will look similar to all of the other major paving operations the County has done in the past few years, like Highway 965 and Sand Road. He thinks Shueyville's section has a separated trail or a possible sidewalk.

Parker said Shueyville has proposed to have a wider sidewalk on one side of the road and a narrower sidewalk on the other side. Shueyville has expressed an interest to evaluate those as options to see where the bids come in. He knows the Board has expressed interest in making sure those are constructed. Harney asked if the sidewalks would be extended into the County portion of the road. Rettig said the County portion will only have the wide paved shoulders. Parker said correct. Bartels said the project is subject to different permits, but the consultant has told everyone the project should begin in late fall of 2011.

County Structure R-33-9 on Oak Crest Hill Road (County Route W64)

Winstead said the Board recently approved the contract with Taylor Construction, Inc., who will begin work on the project April 4th. This location is the southernmost area on Oak Crest Hill Road that was left out of the big paving job. Secondary Roads staff hopes to have the project completed by the end of June 2011.

County Structure R-28-12 on Oak Crest Hill Road (County Route W64)

Bartels said the R-28-12 structure is the northern piece that was left out of the south paving project. It is currently a box culvert and staff is evaluating whether it is going to be a bridge or a box culvert when the project is completed. The bid letting is expected in May 2011 and the project should be completed by winter 2011.

Rettig asked how long the road will be closed while the two projects are in progress on Oak Crest Hill Road. Winstead said it is going to tie up the entire 2011 construction season. Rettig confirmed that the road will be closed all year, once the work begins. Winstead said yes, the project that is scheduled to begin April 4th truly is a closed road situation because the bridge is being removed and replaced. Sullivan said the detour for this project will be Highway 218. The County will not have to pay for additional dust control.

Neuzil said the State gave Oak Crest Hill Road to Johnson County, just like they did with 120th Street and other roads in poor condition, but the State did not give the County enough money in return to repair the road. Stutsman added that the roads were not in good shape. Neuzil said these roads from the State cost the County 12 years of road construction for rural Johnson County. He said taxpayers should thank the Iowa Legislators and the Iowa Governor.

County Structure P-2-4 on Cosgrove Road

Bartels said structure P-2-4 is a small bridge over Old Man's Creek on Cosgrove Road, south of Black Diamond Road. It was an old pony truss bridge that was struck by a car and fell in due to the damage from the crash.

Harney asked if the bridge has been out for about three years. Bartels said it has been a difficult thing, because there is a flood study on Old Man's Creek. When a flood study is done on a specific stream, then the Iowa Department of Natural Resources (IDNR) and United States Army Corps of Engineers (the Corps) pays a lot more attention to it. Staff has been trying to make this project as simple as possible, without having to put an expensive bridge over the creek. The flood study has added complexity to the project.

County Structure G-32-1 on Mehaffey Bridge Road (County Road F28)

Bartels said project structure G-32-1 is the large bridge over the Coralville Reservoir/Iowa River. Bartels said the Board has indicated the County will bond for portions of this project and there is some money in escrow from when the Corps did the original creation of the Coralville Reservoir. This is a two year construction project and the road will remain open during construction.

Harney asked if the project will take about two years. Bartels said yes. Sullivan asked Bartels if Secondary Roads staff has the expertise in-house or if someone will be hired to deal with the lights. Parker said the signal lights would be part of the contract so the contractor would be responsible for it. Sullivan confirmed it is the contractor's responsibility to make the signals work smoothly. Parker said yes.

Harney said a bridge will be built over the existing bridge. The County will be adding a lane on one side, which will be one-way traffic. When that is completed, then the deck will be removed and the other portion will be worked on. Parker said that is correct. The current structure of the bridge will be left intact. The substructure of the

new bridge will be built around the existing bridge. The trailhead section will be poured, which is what the one-lane traffic will drive on. At that point, the existing bridge will be removed and the other two lanes will be poured.

Harney said the County has tried to get federal funding for a portion of this project for four years, but has been unable to do so. The bridge goes over the Coralville Reservoir, so it would be to the Federal government's benefit to support the funding. However, the Federal government is not willing to put forth the money for the project. The earmarks were done away eliminated during the federal budget process, so Johnson County was told it would be at least 2014 before funding would even be considered for this project.

Rettig said the designs are already finished and asked when the bid letting will take place. Parker said VJ Engineering is working with them on this project. A bid letting could occur in midsummer and construction could begin early or late fall 2011.

Rettig asked how much money is in escrow. Parker said he does not know the exact amount, but thinks it is about \$3.2 million. Rettig wants to make sure the bid letting schedule is timed with when the money will be needed. The money will not be able to be bonded for until July 1, 2012. Parker said it is a two year project and the money in the escrow account should cover expenditures until Secondary Roads needs to tap into the bond to finish construction.

Dubuque Street Trail Phase II

Bartels said this is a recreation trail extension from where the trail was stopped in 2010 at 275th Street. The trail is just under one and half miles of brand new trail. It will be constructed on the northeast side of the road. The County was able to get Transportation Enhancement funds to cover a lot of this project. This is not a wide shoulder construction project but a completely separated trail. Winstead said the project has been let and awarded, and construction is expected to begin in early May 2011.

Rettig asked if the power lines can be moved. Parker said staff is hopeful the project will not be stalled by utility functions.

2012 CONSTRUCTION SEASON PROJECTS

520th Street Phase I (County Road X14 and County Road F62)

Bartels said some of these projects will be happening over two years and the Board requested that the projects be included in both years. The first project is 520th Street. This section is the heaviest traveled portion of the road because it is the link between Lone Tree and Iowa City. They would like to start this project as soon as possible in order to get it completed. Bartels said the Board can see the high traffic count for this road on the PowerPoint slide. This project will include five feet wide shoulders.

Oakdale Boulevard Extension

Bartels said the Oakdale Boulevard Extension has already been discussed, but it will continue into the 2012 program.

County Structure T-24-3 on 520th Street (County Road F62)

Bartels said T-24-3 is a structure on 520th Street, and is in another phase of the project. The goal is to do the structure in advance of the other construction. The County would like to do it one way, but the American Recovery and Reinvestment Act (ARRA) threw a curve in the project. It is a bridge that needs to be replaced. It is currently too narrow to put the larger shoulders on the road.

Mehaffey Bridge Road (County Road F28)

Bartels said the Mehaffey Bridge Road is the large bridge over the Coralville Reservoir, and he has already covered that project.

2013 CONSTRUCTION SEASON PROJECTS **520th Street Phase II (County Road F62)**

Bartels said the first project for 2013 is 520th Street Phase II. This is the portion of 520th Street where the structure discussed for the 2012 project is located. Secondary Roads is going to do the structure in 2012 and do the road in 2013. This section runs from Wapsi Avenue to the Muscatine County Line. The road is in bad shape and desperately needs work. There are many funding sources for this project staff hopes to use the STP funds on this project.

Harney asked if the project will be an overlay. Bartels said there are some plans for what Secondary Roads is considering. He thinks it would be an overlay. The kind of overlay that would be done is still in question. It is far enough out that the final design has not been completed.

Sullivan said he likes the plan for 520th Street. It is unrealistic for the County to wait and save money to pave the entire six mile stretch. Breaking the road into segments shows the public that the County is making progress, and each year another part is done. Even if Secondary Roads worked on the entire road at one time, it would be long enough where it would take two construction seasons anyway. The way Secondary Roads is breaking the project up is very logical.

Mehaffey Bridge Road (County Road F28)

Bartels said the next project is Mehaffey Bridge Road. It was a change the Board asked Secondary Roads to consider. Originally, Secondary Roads had Ely Road in this slot for construction. It was a toss-up between the two projects. From a logical standpoint, Secondary Roads staff tried to get everything to lineup. Now that the bridge

will be built in 2011 and 2012, the road will be worked on in 2013. Hopefully everything will work out to complete those projects as planned. As it is planned now, this project will probably be a large overlay and there will be large shoulders on the road.

County Structure M-36-1 on Sharon Center Road

Winstead said staff has started the design on the Sharon Center Road project. The wetlands present environmental challenges. There are a couple of other structures that exist near the bridge that have to be worked into the design as well. Staff is currently working on the design

Neuzil asked if there are thoughts regarding the alignment. He asked if the bridge will have to be closed in order to do the construction. Winstead said yes. The plan is to minimize approach paving which will help manage project costs. Winstead said future road work could match well with the current design plans.

County Structure E-21-4 on Lower Oxford Road

Bartels said the Lower Oxford Road project is an existing bridge in bad shape. Secondary Roads would have replaced the bridge several years ago, but the City of Oxford did not want to contribute to the project then and the project was shelved. Now, the Oxford would like to do the project and would like Johnson County to join in. The project would be designed by Oxford's city's engineer. Bartels said the engineers estimate about half a million dollars to complete the project. This project is scheduled for 2013, because that is when the Oxford thought the money would be available.

County Structure N-30-10 on Copi Road

Bartels said this is a pony truss bridge on Copi Road over Clear Creek. There is a very small amount of traffic on this road and so the plan is to construct a smaller less expensive bridge that could potentially go underwater at some point. This bridge has to be repaired.

Harney said the picture of this area in the PowerPoint shows that there is a curve going right into the bridge. He asked if there is a way to minimize the curve when doing the construction work. Bartels said that would require considerable right-of-way acquisition. Parker said the traffic levels are low, but this road was a through road until the interstate cut off the way to get across in that location. If the Board wishes to take this project off the list, he will do so, however, Parker's recommendation is to do the repairs.

Rettig asked if this bridge could be considered for the railroad car replacement at a lower cost. Bartels said potentially yes, but this would not be his first choice for a railcar bridge. Rettig said the issue is the construction of a \$300,000 bridge for 30 average annual daily vehicles. It is important for the 30 vehicles, but there may be other options to keep costs down. Bartels said staff will look at options.

Parker said the word “cheaper” has been thrown out and wants to clarify that construction will still meet all current design bridge standards. Rettig said railcar bridges have been tested as good as or better than new steel bridges. Those types of bridges are doing perfectly fine with heavier traffic counts than 30 annual average daily vehicles.

2014 CONSTRUCTION SEASON PROJECTS

Ely Road Phase I (County Road W6E)

Bartels said this project will start at Highway 382 and proceed north for about one mile. It is a phased project, since Secondary Roads does not have funds to continue all the way into Linn County. The project is complicated by the fact that all of the land along Ely Road is owned by the Corps and is part of the Coralville Reservoir. The Corps will be involved greatly in this project.

Harney said Secondary Roads staff needs to take a strong look at raising Ely Road because when the road had to be closed during the 2008 Flood of 208, it shut off the route to Cedar Rapids. Ely Road could have been a main route. The road would not have to be raised much in order to accomplish this.

Neuzil said Emergency Management Coordinator Dave Wilson has said it would be nice to have a road that can get from Linn County to Johnson County if Interstate-380 is closed. Additionally, a lot of biker enthusiasts would like wide shoulders on Ely Road. Bartels said staff would look at the option of raising the road.

520th Street Phase III (County Road F62)

Bartels said the second project for 2014 is going to be 520th Street Phase III. This road segment will be from Hills to Sand Road. This road is also in poor shape. The project will complete the bike friendly loop and will have wide paved shoulders.

Stutsman said that nothing will have to be done with the bridge along that stretch of road. Bartels said the bikers would have to ride along the bridge. He said he does not anticipate that the Hills Bridge will be replaced for the estimated \$1.5 million. Stutsman asked if that is something that should be considered. Parker said the bridge was constructed in the 1960s. He said the bridge has a lot of life in it still and could be considered for a future plan. Sullivan said Secondary Roads had a thorough dive and inspection of the bridge after the scouring that occurred in 2008. He recalled the bridge received a clean bill of health, other than what happened in the flood. The inspectors were surprised at how good the condition of the bridge was. He said if there is reason to think the condition has changed then construction could be considered. Parker said the structure is sound. All structures greater than 20 feet are inspected biannually unless there is reason to inspect sooner. The most recent inspection for the structure revealed the structure is in good shape.

Rettig said during construction season 2013, \$1.5 million will be allocated for 520th Street Phase II of the project, when there is a road count of 560 average annual daily vehicles. Phase III of the project is put off until construction year 2014, but there is a higher traffic count at 1600 annual average daily vehicles. Phase I of the 520th Street project has 2,270 average annual daily vehicles. She said she was surprised the traffic count for that section is higher than the Hills to Sand Road section.

Rettig said she does not understand why the County would focus on finishing Phase II of the project from Wapsi Road to the Muscatine County Line with a traffic count of 560 average annual daily vehicles, most of which are probably not Johnson County residents, and leave a heavily traveled section until 2014, which runs from Hills to Sand Road. She asked why the smaller traffic count segment would be done first.

Parker said the major projects have been the State of Iowa Transfer of Jurisdiction roads. The condition and the surface of the Phase III segment will be able to withstand the traffic and hold up better than the section that has the lower traffic count. So, Secondary Roads is trying to take care of the road that is in the worst condition.

Sullivan said the area located in Phase II is in such poor condition that it needs to be addressed promptly. Stutsman said she has traveled that section and it is probably one of the worst road sections in the County. Rettig agreed, adding that the rationale of doing the section with the lower average annual daily vehicles count is that its pavement is in worse condition than the road coming out of Hills to Sand Road.

Bartels said Secondary Roads does not always consider traffic counts when prioritizing its work. Safety is considered first and how long the pavement can last. The goal is to protect the investment.

Bartels said the next project is a high truss bridge, one of the few that Johnson County has left. This project would be a joint project with Iowa County. Secondary Roads staff was asked to consider working with Iowa County to look at just closing the bridge. Parker said he spoke with Iowa County Engineer JinYeene Neumann about the project, who confirmed this week that the Iowa County Board of Supervisors does want the structure replaced and has no interest in closing it.

Sullivan asked Bartels if Johnson County's cost is half of the amount presented in the PowerPoint and Iowa County will contribute the other half. Bartels said yes. Parker said the amount is the combined shares. Rettig asked if the timing works for Iowa County's budget. Parker said yes. Johnson County and Iowa County have timed the project in construction year 2014.

Ely Road (County Road W6E)

Bartels said Ely Road is the next project scheduled for 2014. This is another structure that needs to be replaced on a segment that is planned for the future. The structure is located on the portion of road between 120th Street and the Linn County Line. It is a

narrow spot with a guardrail. Staff wants to replace the structure in anticipation of the completion of the whole paving project all the way to Linn County. The structure would be done ahead of time.

Mehaffey Bridge Road Trail

Bartels said the Mehaffey Bridge Road Trail is another recreational trail project. The Board had requested staff to look at the funding. There are Federal Transportation Enhancement funds that were granted for this project. The funds were granted in two pieces. The County had \$150,000 awarded one year and \$120,000 awarded the next year, totaling \$270,000 toward this project. The remainder would have to be matched with local funds. He said he is not sure what the funding status is for this project. Originally, he had put a percentage in the Five-Year Road Construction Program based on limited knowledge of what the Trails Advisory Committee (TAC) was doing. He said he is not aware of what the TAC does, so the TAC will have to supply the money needed at the time of construction.

Sullivan said this project is scheduled for 2014, a little ways off. He said Neuzil has always made a good point that this is an important project for the Federal government, because of the access for the Corps. The Federal government should have buy-in on this project because it is accessing Federal land. He said he hopes this point will be noticed and the economy will improve so funding is available.

Rettig said putting the project on the 5-Year Road Construction Program gives the Board an idea of the timing with the Transportation Enhancement funds through East Central Iowa Council of Governments (ECICOG). She said the County needs to apply for federal recreational trails money. The County will put in local match funds, but are already contributing \$1 million of local match funds for the pedestrian bridge. That project is a big deal in order to tie the urban area to the Sugar Bottom recreation areas. It is time to put applications in for federal funding. The County cannot apply for the federal funds until the County is committed to the project, so the County has not started the application process yet. It makes sense for the County to go after additional federal funding.

Harney said at times when funding is received, there is a timeline for when the project must start. He asked if there is similar stipulation for these grants that require them to spend the funds granted. Parker said to some extent. He said with the timeline staff is proposing, he thinks the grantors are OK with the plan going forward.

2015 CONSTRUCTION SEASON PROJECTS

IWV Road Phase I (County Road F46)

Bartels said the first project is to begin work on IWV Road. This is another project where the Board requested Secondary Roads staff look at the possibility of doing the staging that was proposed in a different order. This is a segment from Cosgrove Road to

Ivy Avenue that is heavier traveled than the segment to the west. There was good justification to begin at this location first since it has a traffic count of 1,000 average annual daily vehicles, which is a good amount of traffic. This project will not end at a convenient location. It will end in the middle of the three mile stretch. Secondary Roads will work as far as the money can take them and estimate being able to go halfway that year. With any luck, prices will go down and the department will be able to accomplish more.

Neuzil said the Five-Year Road Construction Program is very far out, at this point. He asked for thoughts in regards to starting the IWV Road project in 2015 versus finishing the 520th Street project, on the section from Utah Avenue to Sand Road. There would be continuity in finishing all of 520th Street versus starting a brand new project. He said the project timelines is far enough out in the planning stages to give that some thought, but it is worth mentioning now. For example, when the County worked on Sand Road, one section of the project sat for a long time before the next section was done. It was a question of if the project is almost done, then should Secondary Roads continue and complete the work. Rettig agreed. Neuzil said the Board can talk about this further in 2012, but it is something to think about. He said he has interest in finishing a project that is already underway.

Harney said he does not object to the project on IWV Road, but the County needs to start negotiations with the City of Iowa City to see if there would be an option to have a cost share for the program, particularly out to the landfill location where Iowa City owns property and uses the road heavily for their garbage trucks. There should be an opportunity for a shared cost on that road.

Neuzil said the other question with IWV Road is that there are a lot of residents with homes close to the road. The County will have to give that fact some thought. Bartels said that was something they did considered and staff hopes the road will hold together until 2015. Secondary Roads staff has been talking about fixing this road for a number of years.

Ely Road Phase II (County Road W6E)

Bartels said in 2015, the work will continue on Ely Road. The project will start where it left off on 140th Street and move north to the east leg of 120th Street, not all the way on the section that goes to Shueyville. This is a shorter segment and Secondary Roads had the money available to do this. The location has a high traffic count.

County Structure J-11-6 on Lower West Branch Road

Bartels the next project is a structure project on Lower West Branch Road. It is a gravel road, but it gets quite a bit of traffic. The bridge is in bad shape and needs to be replaced. This project is a candidate for a railcar bridge or a wood bridge, which would be a simple structure.

County Structure S-29-2 on Taft Avenue

Bartels said the final project is another bridge that needs to be replaced. Bridges around 90 to 100 years old need to be replaced. This location has a fairly short bridge, so there are options for the types of that can be considered. The estimate is higher because staff anticipates costs will go up between now and 2015, so the estimates are bumped up in an effort to account for the increase in costs.

Comments on the Five-Year Road Construction Program

Harney noted this is the Five-Year Road Construction Program plan and is subject to changes if needed, but it is a good plan. Stutsman said she likes the format, which is a great improvement. Sullivan agreed and said it is very clear. In the past, there was confusion over Fiscal Year or construction year, but now it is very clear. He said this is the best plan he has seen since he has served on the Board. Stutsman agreed.

List of Future Projects

Bartels said these future projects are ones Secondary Roads did not have enough money to fund. Staff would like to complete Ely Road from 120th Street up to the County Line. The remainders of the two segments on IWV Road are also on the list. The County would want to do a joint project with the City of Iowa City for the area within Iowa City city limits.

Bartels said the 520th Street segment east of Solon is also on this list. He said 180th Street is listed and added that they may seal coat the location in 2011, in an attempt to hold it together until they can fully address the problems with the road.

Bartels said Herbert Hoover Highway 965 is less of a safety concern now that it was removed from the high risk rural roads list in 2011. This highway is another Transfer of Jurisdiction road. Major deck rehabilitation is necessary on Highway 965 over the Coralville Reservoir. There is also a similar situation with the Amana Road Bridge deck and they may need to replace the whole bridge deck.

Bartels continued with the 140th Street culvert west of Ely Road, which is right next to the Lakeview Off-Highway Vehicle Park, formerly called 600 Acres. There had been interest in raising this road, due to school buses.

Amana Road needs to be seal coated from Cou Falls Road to the west county line. There is some interest in redoing the Upper Old Highway 6 Road project, but staff is not sure where to plug this project in at this point.

Rettig asked if the Highway 965 Bridge would cost another \$4 million. Bartels said if the County replaces the bridge that would be very costly. At this point, the project is a deck rehabilitation project. Delamination is a deterioration of the concrete surface. Sullivan said the steel structure is solid though. Bartels said correct.

Sullivan said at any given time the County could be forced to close a structure. Then they reevaluate the 5-Year Road Construction Plan to determine if certain projects should be added or removed. It is important for the public to understand that happens at times. Bartels said the Highway 965 Bridge is required to have a scour inspection. It is possible that a bridge inspection would reveal problems the County would be forced to address earlier than planned. He thinks the rest of the superstructure is in good shape now.

Right-of-Way Dedication Map

Parker said all of the documents, and the 5-Year Road Construction Program map is considered draft until it is approved by the Board. He presented the right-of-way dedication map proposed to the Board. He said Planning and Zoning did not recommend any changes. The right-of-way dedication map and the 5-Year Road Construction Program are both approved annually by the Board. The map will look the same. Sullivan asked why not err on the side of including more roads on the map.

Harney said the public might not know what a right-of-way dedication map is and he asked Parker to explain that before responding to Sullivan's question. Parker said the map is created along with Planning and Zoning, as part of any zoning activities. The map identifies which roads require a right-of-way dedication. When changes take place for a property owner on any of the designated roads, the right-of-way areas are identified and color coded on the dedication map and the additional right-of-way the County would acquire, at no cost to the County, would have to be included as part of the platting and zoning process.

Sullivan asked why more roads are not included on this map, in particular, the north part of Greencastle Avenue and Observatory Avenue. It would make sense to ask for right-of-way there, if the County is going to start those projects. Parker replied Secondary Roads worked heavily with Planning and Zoning on this map. All the paved routes and/or seal coated roads that may be upgraded to paved status are on the map. As part of the right-of-way needs, we have always discussed that additional right-of-way would be required for any bridge projects or changes to road surfaces. The opportune time to acquire the additional right-of-way would be during the platting and zoning activities. Sullivan said it would make sense to request the additional right-of-way automatically with any zoning application.

Parker said the map can be modified, as the Board deems appropriate. Sullivan said he may not have anything specific in mind but this seems like a chance for the taxpayers to not have to pay to buy right-of-way in the future. It seems like there is an opportunity to acquire a little right-of-way for the public at no cost.

Neuzil said he remembers former County Attorney Pat White addressing this issue and the reason for the map. It was something to do with the takings law, and the fact that the County has to identify a need, or it is unconstitutional to do so. It is close to being challenged, but no one ever has. Rettig said Neuzil's comment makes sense to her, but

Sullivan is right. The County has a list of roads that are gravel or dirt and are on the radar to be upgraded. She does not know when the County will do them but the roads will be worked on at some point so it makes sense to acquire the right-of-way dedication if it can be acquired that way.

Stutsman asked if the Board wants to include Observatory Avenue and Osage Street on the map. Sullivan said he thinks the couple people he knows on Observatory Avenue would gladly dedicate the right-of-way, if they knew the construction was inevitable. Rettig said the Board has talked about Osage Street, Observatory Avenue, and Greencastle Avenue. Before she started serving on the Board, when they were setting aside money for capital improvements, a list of roads was identified. She thinks that list should be included on this map. Stutsman noted that Sioux Avenue is already included on the map. Neuzil said that is reasonable. Sullivan agreed. He said the road can be included, and if the right-of-way is not needed, then the County will not ask for the right-of-way. It would protect the County to have it included. Neuzil suggested making sure Planning and Zoning is aware of the changes.

Rettig asked Parker if the information presented today will be on the County's website. Parker said yes.

REPORTS AND INQUIRIES FROM EXECUTIVE ASSISTANT ANDY JOHNSON

Executive Assistant Andy Johnson said the Board has a meeting scheduled for March 11th at 9:30 a.m. to discuss employee parking followed by three department head evaluations. A Work Session is scheduled for most of the day on March 16th to address a number of items within the Strategic Plan including the Ambulance and Medical Examiner, other space needs, sustainability goals, and a process for addressing the definition of "farm". The next Formal and Informal Board Meeting is scheduled for March 17th at 9:00 a.m. Stutsman asked if a Secondary Roads Work Session is scheduled on March 16th. Johnson said no, he expects the work session on the Strategic Plan will last all day. He assumed there would be time for a lunch break.

BOARD OF SUPERVISORS: REVISED SNOW AND ICE REMOVAL POLICY

Nehring presented the revised draft of the snow and ice removal policy. One revision is to add the Johnson County Emergency Management Agency (EMA) in section VI(B) on page five. She said her understanding is that the other revisions were not controversial. Nehring said the County Attorney's Office needs direction on how to proceed with the policy.

Johnson said County Sheriff Lonny Pulkrabek was not able to be part of the discussion, but Sheriff's Major Steve Dolezal was present. The Board was interested in Pulkrabek's input on the inclusion of the Emergency Management Coordinator. Johnson said he mistakenly omitted from the Board's packet an email from Pulkrabek's saying he is ok with including the Emergency Management Coordinator.

Stutsman said she listened to the audio recording of the meeting and is not interested in including the Johnson County EMA in the policy. Rettig said the policy would say that the existence of emergency conditions may be declared by the County Engineer or designee, or the County Sheriff or designee and she said she is OK with that wording. Neuzil said he would like to include the EMA in the document, but it is not a deal breaker for him.

Nehring said another requests was to include contact telephone numbers for the relevant agencies. In the interest of trying to keep this document clear and simple, the next draft of the policy will include those telephone numbers, but it is not a substantive change. Harney said those telephone numbers are subject to change, so he is not sure if they should be included. Sullivan said this document will not be an ordinance but a policy. Rettig said since it will be a policy, it will be easier to change if the Board decides to do something with the Dubuque Street Trail in 2012. Nehring agreed. Rettig said Chappell suggested passing the policy, because the Board is able to easily amend the policy in the future.

Sullivan said his understanding is the Board would adopt this policy and start the process of rescinding the ordinance. Nehring said she thinks it goes the other direction. The Board needs to have three readings to rescind the current ordinance and at the third reading the Board will officially rescind the ordinance and then vote to adopt the policy at that time.

Stutsman said she would like the policy to state that when there is an emergency, the Joint Emergency Communications Center (JECC) or the Sheriff's Office would contact Secondary Roads before dispatching the snowplows. There was a lot of confusion about that, even among the snowplow drivers, who did not understand what the protocol was. She would like to add one more sentence to the policy, in order to clarify how the process works, so there are no questions about who has the authority to dispatch the snowplows.

Rettig said the Board discussed this with Chappell. She said she was really concerned about the word "declaring" an emergency. Rettig said Chappell said there is nothing in the policy that would state what methodology Parker would implement to determine what to do in a state of emergency. Nothing in the policy sets up a protocol. The policy does not clearly state what the specific action steps are and who should implement them.

She said Chappell seemed hesitant to regulate the policy too much. What the policy is trying to accomplish is that in an emergency, the County does not have to follow the policy at all. But it does not state exactly what will be done.

Stutsman said that is not what she is talking about. She is interested in clarifying the process for when a snowplow driver is dispatched. No one has the authority to call Secondary Roads to ask a snowplow driver to plow a road. A person must contact 911 first and go through a process in order for Secondary Roads to respond. Stutsman said

that when she listened to the recording about how things were handled in the February 1st snowstorm, it is clear there was a lot of confusion about the process. People were calling Maintenance Superintendent Kevin Hackathorn directly, and Hackathorn was trying to explain that he is not allowed to send the snowplow out. She does not want this kind of confusion to happen again. Protocol for emergency response must be very clear and everybody needs to follow the policy.

Nehring said there is a sentence in the policy that states citizens' reports of potential emergencies should be made directly to the JECC. She asked if the Board thinks it needs to go further than that. Stutsman recommended adding another sentence that clarifies the JECC must contact Secondary Roads in order to start the process. She wants that to be very clear. When she attended the Safety Meeting, she was surprised at how many snowplow drivers did not understand the process. Sullivan asked if that is an internal item, as opposed to a policy for public consumption. Stutsman said she wants the public to know they cannot call Secondary Roads directly and expect a snowplow. Time was wasted during the February 1, 2011, snowstorm, when Hackathorn had to answer telephone calls and tell the public that requests for snowplows have to come from JECC. She said she wants to make sure that does not happen again.

Parker said with the changes in the JECC, Secondary Roads staff is going through a learning curve. The current process is that the Sheriff's Office contacts the JECC, and then JECC follows the on-call tree. The person answering the phone determines what the needs are based on the emergency and the request. That would be the same process for any resident or another fire station. The request for a snowplow would go through the JECC, and then the JECC would go through the on-call tree.

Rettig said as the policy reads now, citizens' reports of potential emergencies should be made directly to the JECC or the Sheriff's Office. She asked if the word "should" needs to be replaced with "must." Stutsman said no, she thinks another sentence should be added that states JECC or the Sheriff's Office will follow the telephone tree at Secondary Roads in order to dispatch a snowplow. Rettig said it remains at the discretion of the County Engineer whether that is done. Stutsman agreed.

Rettig said the independent authority of Secondary Roads does not change just because the Sheriff's Office declares an emergency. This policy would just allow Parker to deviate from a policy that has already been laid out, that says the County is not going to plow roads in the middle of the storm. Stutsman agreed. Rettig said she thinks it is fine to add that sentence, but it does not mean Parker or Hackathorn will always be able to comply. Nothing in this policy states the specific steps to follow in the state of an emergency. Stutsman said the addition would clarify the process so there is not any confusion. Stutsman said Rettig is right in saying there is nothing in the policy that requires Parker to send somebody out.

Parker asked if Stutsman is interested in clarifying the process for how the on-call system works. Stutsman said yes. Neuzil agreed. He said there was uncertainty between

dispatch and County staff in regards to how serious the February 1st emergency situation was.

Rettig said she agrees with Sullivan that this is an internal matter. With Stutsman's suggestion, the County is putting the public on notice of what the County is going to do. She said some of the problems the night of the February 1st snowstorm had to do with lack of clarity between the persons sending and receiving messages internally. She said that is a different matter than this policy, an external document, that puts citizens on notice of which roads will be plowed when.

Nehring clarified two separate issues. One is the suggestion of including an item that instructs citizens to make their report directly to the JECC or the Sheriff's Office, and either of those entities will then coordinate with Secondary Roads. Stutsman agreed. Nehring said the other issue is what the Board wants JECC to communicate to Secondary Roads. Rettig agreed.

Neuzil said that issue needs to be addressed, even if it is not addressed in the Snow and Ice Removal Policy. He suggested that Parker can work with the Sheriff's Office and dispatch to determine the details.

1:28:52

Harney said the JECC Director should be included in drafting this policy. There should be a procedure in place at the JECC, rather than in this particular policy.

Parker said he would like to include Emergency Management in the policy because at night the Sheriff's Office works when Secondary Roads does not have staff out on the roads. This policy is relevant to after-hours functions. In a snow event during regular business hours, the Secondary Roads staff will make dispatch decisions relative to what equipment and which operators go out. However, at night they depend on the Sheriff's Office for those decisions as Secondary Roads staff is not generally on night duty. During the last snow emergency, in order to minimize the number of calls going to the JECC, it was decided that the Sheriff's Office was going to contact the Secondary Roads on-call staff directly and instruct them where help is needed.

Sullivan said the Snow and Ice Removal Policy will apply to normal operations. The County reserves the right to do something different during an emergency event. Parker agreed. The County never knows when the emergency will come or what the emergency will be. The latter part of the document covers emergency events.

Nehring summarized the Board's intent is to say citizens are to report to the JECC and the Sheriff's Office and that those two entities will take care of coordinating whatever needs to be done with Secondary Roads. Board members agreed. The goal is to notify citizens to not worry, because the JECC or Sheriff's Office will make sure the issue is coordinated with Secondary Roads.

Nehring and Board members clarified that contact phone numbers for the Sheriff's Office and JECC were going to be part of the resolution.

Parker said the intent of the emergency on-call function is to serve people in emergency situations, and not to plow a route simply to help people get home. In the past, Secondary Roads staff has taken calls from people who just want to get home and need someone to plow the road for them. Parker said he hopes the Board members nodding their heads means they are in agreement with this practice. The level of service costs would skyrocket if they responded to each and every call.

BOARD OF SUPERVISORS: CARPOOLING TO IOWA STATE ASSOCIATION OF COUNTIES SPRING SCHOOL

Johnson said Information Technology (IT) created a spreadsheet for drivers and passengers to sign up when they plan to leave and plan to return. So far, only one person has signed up. Sullivan said there are 22 County employees planning to attend the Iowa State Association of Counties Spring School and they will go in 20 cars. It would be nice to see those 22 people travel in nine cars. Johnson said the spreadsheet allows for drivers to put in the times they will leave and return. He said he will send out another email encouraging people to sign up for carpooling.

REPORTS AND INQUIRIES FROM THE BOARD OF SUPERVISORS

Sullivan said given the time and his illness, he will not report on anything tonight.

Stutsman said she attended a Department of Human Services Council Meeting and reported the 24/7 Emergency On-Call rule for Targeted Case Management is going to be rescinded.

Neuzil said he is going to be teaching a class at the Iowa City/Johnson County Senior Center scheduled for April 5th at 2:00 p.m. He said he will spend 14 hours this weekend in training for his appointment as the Johnson County Emergency Management Agency Public Information Officer at the JECC. Neuzil's next Listening Post is scheduled for March 18, 2011 at 11:00 a.m. at J & A Tap restaurant in North Liberty.

Rettig apologized for arriving late today, she was in Des Moines at the Natural Resources Commission Meeting. She returned from the National Association of Counties (NACo) conference and has a packet of information she will circulate.

Harney said he and Neuzil spoke with Farm Bureau directors about the FY12 Budget, the Property Maintenance Ordinance, and the JECC. He and Stutsman attended the Iowa City Area Chamber of Commerce Local Government Affairs meeting. Harney reminded the public of Daylight Saving Time on March 13th.

Adjourned at 8:13 p.m.

Attest: Tom Slockett, Auditor
Recorded by Nancy Tomkovicz