

Johnson's Island Road Commission

Minutes of Special Call- In Meeting
Purpose: To Discuss 2020 Road Project
Thursday, June 11, 2020. 6 PM

DRAFT

Attendance: Dave Klugman	Present by Telephone
Mike Kelty	Present by Telephone
Glenn Beachy	Present by Telephone
Sig Nachman	<i>Absent</i>
Joe Gouker	Present by Telephone
Bob Cailor	Present by Telephone
Rick Schulz	Present by Telephone

The meeting was called to order by the president, Dave Klugman.

Special Business:

Discussion of the need for additional road patching in the area near the North end of Memorial Shoreway. This area was spot patched, but is still very rough. Discussed placing a top coat of asphalt over about 150 ft of roadway. We have a quote of \$2000 for 6 tons of asphalt, but there was concern that this may not be enough.

Dave proposed we spend up to \$3000, which should cover 10+ tons. Motion was seconded by Rick, and approved 6-0.

Discussion of the need to raise a drainage grate by approximately 6 inches, because it is close to the edge of the Breslyn driveway and the depth presents a hazard. Drain was installed per drawings, but proximity to the drive was not accounted for. We have a quotation of \$750 to raise the top elevation of the drainage box.

Dave proposed that we do this work for \$750, and Bob Seconded. It was approved 6-0.

Bob presented the following gate revenue information:

5/7	\$364
5/18	\$569
5/27	\$479
6/2	\$415
6/8	\$451
YTD	\$3,187
2019 YTD	\$3,294

Bob discussed the purchase of a new 15 ft gate arm for \$594. The existing gate arm is showing signs of wear after being knocked down/ blown down a number of times. We will shorten the old gate arm to use it in windy/ winter conditions, and use the new one in good conditions.

Bob proposed that we purchase the new arm for \$594, and Mike seconded. It was approved 6-0

Bob also presented a proposal from Catawba Security to purchase an additional camera for the gate at a cost of \$1,069.95, to be focused on license plates. The current cameras do not have the resolution to read the plates of moving cars.

Rick proposed that we purchase the new camera for \$1,069.95, and Bob seconded. It was approved 6-0

Erie Mowing will be asked to mow again, before the 4th of July weekend. This work will be performed under terms of the existing contract.

Bob reported that Eric Shine had a sign made to inform drivers approaching the gate on Gaydos Dr. that drivers exiting the island have the right- of- way. Drivers not familiar with island protocol were approaching the gate and blocking outbound traffic. This is not a traffic code or enforcement issue, but a “courtesy” issue to help achieve smooth traffic flow. Bob mounted the sign on the STOP sign post near the gate.

Eric gave us a bill for \$94 for the sign. Rick made a motion to pay this bill, and Bob seconded. This was approved 6-0. However, Bob thought that Eric may be willing to donate the sign, and will discuss this with him.

We also discussed painting lines on the road to create a “slot” where inbound traffic would be encouraged to wait while exiting traffic cleared the gate. This will require the approval of Sharon Manifold. Bob indicated he will try to talk to her.

Repairs to the sprinkler systems at 3948 and 3955 Memorial Shoreway were also discussed. Several sprinkler heads were damaged during the road work. Repairs have been performed, but we have not yet received a bill.

Drainage issues on the north side of the lot at 3375 S Confederate Dr., owned by Cin-Kat Investments, were discussed. There is now an open ditch in this location, which receives runoff water originating from lots on the other side of the road and carries it to the lake. These inside lots are owned by the same owner. There is an artesian well on these properties which flows about 6 months of the year. Maintaining a flow channel to the lake is the responsibility of the owner, and should not involve the Road Commission. Mike will convey this position to the owner.

In preparation for discussions on causeway remedial work, Rick reported on total funds available as of this date in our accounts:

Checking	\$17,504
Savings	\$65,232
Total	\$82,737

Additional payments of \$39,200 are due from the associations, which will then bring the total to \$121,937. Not all of these funds would be available for causeway work.

We had requested that Richland Engineers perform an evaluation of the current condition of the west side of the Causeway and the bridge abutments. The recent combination of high water levels combined with several strong storms with winds out of the west have moved the rip-rap protective rocks and eroded the embankments. In several locations, this erosion has come dangerously close to the guard rails and the road itself.

The Richland report was completed at a cost of \$4,350. Rick made a motion to pay this bill, and Dave seconded. It was approved 6-0.

Emergency repairs were completed earlier this spring at several places along causeway. However, additional repairs are needed, and substantial portions of the slopes to the high bridges must be reinforced.

Richland recommends that a base row of large rip-rap be placed around the toe of the highest sections of each bridge approach. Smaller stone can then be placed behind these larger rocks, extending up the slopes. This should stabilize these slopes against further erosion. We will be talking to contractors to help develop a formal plan for the repairs.

JIG is willing to provide stone now on the fingers for this repair work. Bob said he would take a backhoe and sort through the rock to evaluate what is available.

Subsequent to this call, he reported that there are large quantities of rock that may be suitable for use in the repairs. An email with his comments is attached.

Mike volunteered to talk to a group in Sandusky who manage Submerged Land Leases for information on ODNR and Corps of Engineers permits that may be required to perform this work.

Subsequent to this meeting, he had these discussions. An email with his comments is attached.

Dave commented that, realistically, we will not have the funds available for all the work that is required on the causeway. However, we should be able to address the most urgent needs now, then work on longer range plans to complete the work. This could delay further work on island roads by a year or two. Or, we may want to consider a special assessment. These issues will be discussed further as a plan with costs is developed.

There being no further business, Dave moved to end the meeting. All agreed.

Respectfully,
Glenn Beachy
Secretary, JIRC

(See attachments)

Attachment 1: Emails from Mike Kelty and Joe Gouker

gouker7@yahoo.com <gouker7@yahoo.com>

To: Michael Kelty

Cc: david klugman, Richard Schulz, Glenn Beachy, bob cailor, sig nachman

Mon, Jun 15 at 12:40 PM

Mike

That is great progress. Dave and myself investigated the rock pile on Saturday. We found large quantities of both "A" and "B" rock some larger and lots of finer rip rap. I believe the material will be very useful for the project. I left a message for gill construction and have another contractor meeting later this week. I also would ask rick to contact Mulnar to meet and discuss. Early next week I hope to make a recommendation on how to sort, transport, and install the stone.

My only concern is that some sorting will be required to properly layer the stone, this may require some specialized equipment.

Joe

Sent from my iPhone

> On Jun 15, 2020, at 11:47 AM, Michael Kelty <mpjkelty@gmail.com> wrote:

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> I was able to reach a representative of ODNR this morning. I spoke with Jason Trapp and of the Coastal Management Office in Sandusky. This office administers the submerged land lease program.

> Summary of discussion:

> 1. We will need a permit from ODNR. The permit is called a Short Structure Permit. It was devised two years ago to streamline and expedite the permit review process. This was necessary to meet the many and urgent permit requests due to high water/erosion. I am to receive a cc of the application within 24 hrs and will distribute upon receipt. An engineering firm will be required to complete the application. The application will be reviewed and approved by the Office of Coastal Management

> 2. We will also need a permit from the Army Corps of Engineers. They have an expedited permit program, similar to ODNR, called the Nationwide Permit. I am in the process of contacting their Oak Harbor Office to initiate dialogue and to get a cc of the permit application. Will keep you posted.

> 3. We will not need a permit from OEPA.

> 4. FYI, for Sandusky Bay, work that will disturb fish spawning is prohibited from April 15 to June 30..As such this will not be an issue.

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> I will forward information as received.

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> Mike 614 563 5323