

# Johnson's Island Road Commission

Minutes of Meeting

Saturday, November 9, 2024. 9 AM

Meeting was held in the Danbury Township Hall

**JIRC Website: [thejiroad.com](http://thejiroad.com)**

<b>Attendance:</b>	<b>Mike Kelty</b>	<b>Present</b>
	<b>Glenn Beachy</b>	<b>Present</b>
	<b>Dave Reed</b>	<b>Present</b>
	<b>Bob Cailor</b>	<b>Present</b>
	<b>Rick Schulz</b>	<b>Absent</b>
	<b>Karen Metzker</b>	<b>Present</b>

**Also in attendance:** There were no visitors present.

**With 5 of 6 members present, there was a quorum.**

**The meeting was called to order by Mike Kelty**

There was a brief discussion of the water project: 1. The issue regarding the necessity of consent to install the watermain along Gaydos Dr. has been resolved. The County currently has easement rights to install the water line. This easement can be conveyed to the Village. 2. The Village is working with ODNR to obtain a Utility Submerged Land Lease in order to install the watermain on the Causeway Submerged Land Lease, currently held by JIRC. 3. Agreement has been reached that an "ALTA LITE" survey be completed which depicts the Island roads, rights-of-way and plots all title work uncovered in title searches. The "ALTA Light" survey is needed to obtain title insurance 4. An easement agreement will be executed by JIRC to allow placement of the water lines on the road rights-of-way.

Causeway Issues: Discussions continue to determine what work is needed to address the significant number of issues raised by the recently completed Richland Engineering's five-year Causeway inspection. This work includes guardrail repairs, water proofing on bridge #5, repair of spalled concrete on several abutments and box beams, and maintenance of the rip- rap protection around several abutments among other recommended improvements. JIRC has asked Richland Engineering to assist in locating/selecting potential contractors and executing appropriate contracts. Richland's initial quote was considered to be high. As such, we will meet with them to determine if more favorable financials can be obtained.

In the meantime, JIRC will ask Lake Erie Construction to provide us with a quote on some or all of this work.

There was considerable discussion about safety issues related to the design/ height of the present guard rails on the bridges. The height of the guard rails on the bridges and on the causeway itself is approximately 24 inches. This height is a normal height for rails intended for vehicle retention. However, on the bridges, the guard rails also provide protection to walkers and bicyclists who use the

causeway. The causeway was never intended to be used by pedestrians and bicyclists. The increase in traffic in recent years has increased the risk to pedestrians.

We discussed placing signs on the causeway stating that such use is “at your own risk” Mike will be consulting with an attorney to assess the effectiveness of such signage. We also discussed extending the height of the guard rail by placing a handrail extension on top of the existing guard rail to bring the total height to approximately 42”, the height of a typical pedestrian handrail.

Roadway Drainage Agreements: No agreement is needed for the planned drainage improvements at the south end of the causeway. The two drainage agreements required for the Shiloh drainage project have been acquired. Bids have been received for this work and are being evaluated. Work may begin by the middle of December.

We have a verbal agreement for the drain at the corner of Woodcliff and Memorial. Kevin Ginley, the property owner, is in the process of getting the drainage agreement notarized. Glenn will contact him. We are also currently pursuing drainage agreements in the vicinity of 3452 memorial shoreway.

Financial Data: The current total of all Road Commission Accounts is \$379,023. The primary driver of larger than conventional balances is the accumulation of funds due the deferral of major road projects brought about by the prospect of the potable water project.

The Road Commission will abide by its financial requirements, as articulated in the Road Commission’s Operating Agreement, to provide the 2024 annual financial report by April 15, 2025. Further, we will approach our CPA to define an accurate cost-effective way to provide to Island residents more frequent financial reporting.

Gate revenue as of October 25 is \$9,084.

The Island Sign/ Bulletin Bboard, on the south-west corner at the stop sign entering the island, will need to be moved. The former owner of the property previously agreed to locate the Bulletin Board on their property . This property has been sold, and the new property owner does not want it. We voted, 6-0, to work with JIPOA on a new location. The owner on the north-west corner of the same intersection has agreed to place the sign on their property, although it may intrude slightly on the road ROW. We will need to ensure the sign will not be in a location that is unsafe and would be disturbed by the water line.

We discussed changing the Road Commission from a LLC to a 501.C.3. This could have certain advantages in funding future projects, especially for roads that provide access to the Civil War Cemetery. Dave Reed has discussed this with an attorney who lives on the island, Mark Smolik, who has experience with similar issues. Karen Metzker has also worked on several 501.C.3 conversions. They will contact Mark to discuss it.

We are also trying to define a policy and/or procedure for recording utilities which utilize our road ROWs. This would primarily relate to buried telephone, cable, or power lines which run from a pole to an adjacent property. We have contacted the Village Administrator to provide insight how this is currently done in Marblehead .

JIRC has also approached Richland Engineering to develop plans for how we could address potential catastrophic causeway failures, such as damage to, or failure of, a bridge span. Since the Causeway is the only way onto the Island, a rapid response would be needed. It could involve things like a temporary span, a floating bypass, or a rockfill bypass. While we do not expect such a failure situation, a plan could decrease the time required to respond if it were to occur. We have taken no action at this time but will discuss the issue with Richland and subsequently with Road Commission Constituent Groups

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

Respectfully,  
Glenn Beachy  
Secretary, JIRC

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