



HARDIN COUNTY
Board of Supervisors

1. WEDNESDAY, AUGUST 7, 2019
2. 8:30 A.M. Drainage
[VIEW REGULAR DRAINAGE MEETING AGENDA](#)
Courthouse Large Conference Room
3. 10:00 A.M. Call To Order
Courthouse Large Conference Room
4. Pledge Of Allegiance
5. Approval Of Agenda
6. Approval Of Minutes

Documents:

[07-31-2019 MINUTES.PDF](#)
[08-05-2019 MINUTES.PDF](#)

7. Approval Of Claims For Payment

Documents:

[VENDOR PUBLICATION REPORT 8-7-2019.PDF](#)

8. 10:05 A.M. Public Hearing: Road Reclassification, Portion Of G Avenue
9. Resolution On Road Reclassification, Portion Of G Avenue

Documents:

[RESOLUTION FOR REDUCED LEVEL OF MAINTENANCE TO AREA SERVICE C ROAD.PDF](#)

10. Approve Feasibility Study For Hardin County Bridge #3267
[BRIDGE #3267 LOCATION \(MAP\)](#)
Located Over Iowa River in Alden, Iowa

Documents:

[HARDIN COUNTY BRIDGE 3267 FEASIBILITY STUDY.PDF](#)

11. Utility Permits & Secondary Roads Department
12. Auditor's Monthly Report

Documents:

[AUDITOR MONTHLY REPORT JULY 2019.PDF](#)

13. Recorder's Monthly Report

Documents:

[RECORDER MONTHLY REPORT JULY 2019.PDF](#)

14. Sheriff's Monthly Report

Documents:

[SHERIFF MONTHLY REPORT JULY 2019.PDF](#)

15. Amendment To County Credit Card Policy

Documents:

[HARDIN COUNTY CREDIT CARD POLICY.PDF](#)

16. Change Of Status: Conservation

Documents:

[CONSERVATION CHANGE OF STATUS.PDF](#)

17. Change Of Status: Engineer's Office

Documents:

[ENGINEER CHANGE OF STATUS.PDF](#)

18. Change Of Status: Sheriff's Office

Documents:

[SHERIFF CHANGE OF STATUS.PDF](#)

19. Set Time & Date For Public Hearing (Decreasing Appropriations)

20. Public Comments

Documents:

[HARDIN COUNTY POLICY FOR PUBLIC COMMENT.PDF](#)

21. Other Business

22. Adjournment/Recess

23. Supervisors Boards & Commissions Report
Courthouse Large Conference Room

24. 11:00 A.M. Economic Development Meeting
Courthouse Large Conference Room

HARDIN COUNTY BOARD OF SUPERVISORS
MINUTES – JULY 31, 2019
WEDNESDAY - 10:00 A.M.
COURTHOUSE LARGE CONFERENCE ROOM

Chair Reneé McClellan called the meeting to order. Also present were Supervisors Lance Granzow and BJ Hoffman; and Justin Ites, Lydia Reichenbacher, Jean Groen, Curt Groen, Dave McDaniel, Jess Sheridan, Angela De La Riva, Julie Duhn, Jessica Lara, Donna Juber, and Angela Silvey.

The Pledge of Allegiance was recited.

Hoffman moved, Granzow seconded to approve the agenda as posted. Motion carried.

Granzow moved, Hoffman seconded to approve the minutes of July 24, 2019 and July 25, 2019. Motion carried.

Hoffman moved, Granzow seconded to approve the July 31, 2019 claims for payment. Motion carried.

Utility Permits: None.

Secondary Roads Department:

A departmental update was provided by McClellan. No action was necessary; informational only.

Hoffman moved, Granzow seconded to approve the appointment of Angela De La Riva as the Supervisors' representative on the Hardin County Community Endowment Foundation Board. Motion carried.

Granzow moved, Hoffman seconded to authorize the County Attorney, Darrell Meyer, to resolve an HVAC rebate dispute. Motion carried.

Hoffman moved, Granzow seconded to approve the discharge of Jeremy Nichols, Part-time Transport Officer, Jail, effective 7/31/2019 due to Nichols not having worked in this position since 10/16/2017. Motion carried.

Hoffman moved, Granzow seconded to approve the discharge of Travis Prochaska, part-time deputy, Sheriff's Office, effective 7/24/2019. Motion carried.

Public Comments: None.

Other Business: None.

Hoffman moved, Granzow seconded to adjourn. Motion carried.

There were no reports on Supervisor Boards and Commissions presented.

At 10:24 a.m. Hoffman reconvened the meeting. Present: Supervisors McClellan, Granzow, and Hoffman; and Angela De La Riva and Angela Silvey.

The meeting was held to discuss policies on conference attendance, mileage, and budgeting with regard to the Economic Development Department. Further discussion will be held at a work session with De La Riva scheduled for Monday, August 5, at 9:00 a.m.

Hoffman moved, Granzow seconded to adjourn at 10:50 a.m.

Reneé McClellan, Chair
Board of Supervisors

Jessica Lara
Hardin County Auditor

HARDIN COUNTY BOARD OF SUPERVISORS
MINUTES – AUGUST 5, 2019
MONDAY - 9:00 A.M.
COURTHOUSE LARGE CONFERENCE ROOM

Chair Reneé McClellan called the meeting to order. Also present were Supervisors Lance Granzow and BJ Hoffman; and Angela De La Riva, Dave Rubow, and Nancy Lauver.

The meeting was held to discuss the Economic Development Department's program planning.

The following topics were discussed:

- The County Credit Card Policy and Limits for Economic Development
- Attendance at Conferences
- Establishing Advisory Councils & Community Engagement
- Office Hours in Communities
- Projects
- Grants
- Future Meetings

At 10:30 a.m., Hoffman moved, Granzow seconded to adjourn. Motion carried.

Reneé McClellan, Chair
Board of Supervisors

Jessica Lara
Hardin County Auditor

Claims Paid - August 7, 2019

Ackley Public Library	\$686.08
Ahlers & Cooney-P.C.	\$1,804.40
Airgas North Central	\$369.03
Alden Public Library	\$1,326.42
Alliant Energy	\$583.44
American Business Phones	\$10,018.53
Black Hawk County Sheriff	\$41.61
Boeke Funeral Home	\$710.00
C.J. Cooper & Assoc Inc.	\$70.00
Campbell Supply Co	\$900.02
Casey's General Store	\$40.00
Casey's General Store	\$31.92
Cedar Ridge	\$200.00
Central Iowa Detention Ctr	\$2,200.00
Central Iowa Distr Inc	\$852.50
Central Iowa Fabrication	\$168.10
Central Lock & Key, Inc	\$80.00
CenturyLink	\$261.30
Cintas Corporation	\$68.59
City of Alden	\$29.34
City of Eldora	\$4,719.44
City of Iowa Falls	\$2,254.08
Connie J Mesch	\$100.00
Contech Engineered Solutions	\$11,881.60
Culligan	\$359.01
Dale Howard	\$550.00
Denco Corp	\$44,758.50
Educorr	\$212.00
Eldora Hardware	\$7.31
Eldora Tire & Alignment	\$161.74
Engelkes-Abels	\$1,000.65
Fareway Stores	\$69.77
Galls Incorporated	\$337.22
Greenbelt Home Care	\$9,666.66
Hardin Co Agriculture Soc	\$2,000.00
Hardin County Engineer	\$1,305.00
Hardin County Office Supplies	\$82.95
Hardin County Sheriff	\$9,083.33
Hiway Truck Equipment Inc.	\$20,750.00
Hubbard Public Library	\$1,290.17
Ia Dept of Transportation	\$114.00
IACCS	\$1,020.00
Innovative Ag Services	\$147.00
Iowa County Attorneys Assoc	\$50.00
Iowa Prison Industries	\$461.14
Iowa Regional Utilities Assoc.	\$207.92
Iron Mountain	\$61.52
ISAC	\$210.00
ISU Americorps 4H Program	\$3,600.00
La Crosse Seed	\$705.00
Lawson Products Inc	\$145.94
Linn Adams	\$40.00
Machel R Eichmeier	\$22.73
Martin Marietta Aggregate	\$44,157.49
Mary J Swartz	\$551.58
McDowell & Sons Contractors	\$374.88
McKesson Medical Surgical	\$727.05
Mend Correctional Care PLLC	\$10,417.52
Meyer Truck & Alignment Inc.	\$222.00
Mid-America Publishing Corp	\$446.71
Midwest Pipe Supply, Inc.	\$11,103.75
Murphy Tractor & Equipment	\$4,912.63
NAPA Auto Parts	\$120.86
Petroblend	\$1,389.25
Pitney Bowes Purchase Power	\$140.44
Quality Automotive Inc	\$36.50
R Comm Wireless	\$867.00
Radcliffe Complete Small	\$241.25
Radcliffe Public Library	\$1,546.50
Reliable1	\$138,435.00
Roughwoods Cemetery Assn	\$44.00
Sadler Power Train Inc	\$547.78

South Hardin Signal Review Inc	\$35.00
Steamboat Rock Library	\$949.50
Storey Kenworthy	\$923.34
Thomas Craighton	\$140.85
Times Citizen	\$104.64
Timothy Rogers	\$111.60
U.S. Cellular	\$1,489.53
Union Public Library	\$1,431.33
Veridian Credit Union	\$59.00
Verizon Wireless	\$1,617.38
VISA	\$2,526.10
Walmart Community	\$23.20
William J Hoffman	\$194.85
Windstream	\$212.89
Youth Shelter Care of North	\$4,011.90
Z & Z Glass	\$135.00

Grand Total **\$368,064.26**

Renee McClellan, Chair
Board of Supervisors

Jessica Lara
Hardin County Auditor

RESOLUTION FOR REDUCED LEVEL OF MAINTENANCE TO AREA SERVICE "C" ROAD

Hardin County

Resolution No. _____

WHEREAS, Hardin County desires to classify certain roads on the area service system in the County to provide for a minimal level of maintenance and access by means of a gate or barrier; and

WHEREAS, the County, after consultation with the County Engineer, has the authority to specify certain roads within the County as Area Service "C" roads pursuant to Iowa Code Section 309.57; and

WHEREAS, the only persons who will have access rights to the roads shall be:

- (1) The owner, lessee, or person in lawful possession of any adjoining land,
- (2) The agent or employee of the owner, lessee, or person in lawful possession of any adjoining land,
- (3) Any peace officer,
- (4) Any magistrate,
- (5) Any public employee whose duty it is to supervise the use or perform maintenance of the road,
- (6) Any agent or employee of any utility located upon the road.

WHEREAS, the minimal level of maintenance will be as follows:

1. Blading. Blading or dragging will not be performed on a regular basis.
2. Snow and Ice Removal. Snow and ice will not be removed, nor will the road surface be sanded or salted on a regular basis.
3. Signing. Except for load limit posting for bridges, signing shall not be continued or provided. **All Area Service Level C Roads shall be identified with a sign at all points of access to warn the public of the lower level of maintenance.**
4. Weed, Brush, and Trees. Mowing or spraying weeds, cutting brush, and tree removal will not be performed on a regular basis. Adequate sight distances will not be maintained.
5. Structures. Bridges and culverts may not be maintained to carry legal loads. Upon failure or loss, the replacement structure will be appropriate for the traffic thereon.
6. Road Surfacing. There will be no surfacing materials applied to Area Service System C Roads on a regular basis.
7. Shoulders. Shoulders will not be maintained on a regular basis.

8. Crown. A crown will not be maintained on a regular basis.
9. Repairs. There will be no road repair on a regular basis.
10. Uniform Width. Uniform width for the traveled portion of the road will not be maintained.
11. Inspections. Regular inspections will not be conducted.

THEREFORE, BE IT RESOLVED BY THE HARDIN COUNTY BOARD OF SUPERVISORS that this County does hereby establish the road described as an Area Service "C" Road, with restricted access and a minimal level of maintenance:

A portion of G Avenue, originally established on the 2nd of July, 1906 (Road Record Book 3, Page 269) as Gilbert Consent Highway, lying in Section 12, T-886N, R22W, Buckeye Township of Hardin County, Iowa. The extent of this road reclassification is the portion of the roadway commencing at the North Right-of-Way line of 180th Street, thence running in a Northerly direction approximately one-half mile to the terminus.

Resolution adopted this 7th day of August, 2019.

Renee McClellan, Chairperson

Hardin County Board of Supervisors

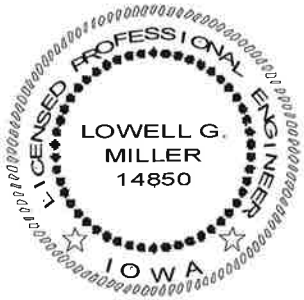
ATTEST: _____

Jessica Lara, Hardin County Auditor

DATE: _____

**HARDIN COUNTY
CITY OF ALDEN**

**MAIN STREET BRIDGE FEASIBILITY
COUNTY BRIDGE NO. 3267
FHWA NO. 000110**



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.

Lowell G. Miller

Signature

July 26

Date

, 2019

My Registration expires December 31, 2020

**CALHOUN-BURNS AND ASSOCIATES, INC.
WEST DES MOINES, IA**



July 26, 2019

Taylor Roll, P.E.
Hardin County Engineer
708 16th Street
Eldora, IA 50627-0534

**RE: FEASIBILITY STUDY
MAIN STREET (FM ROUTE S27) BRIDGE IN ALDEN
OVER IOWA RIVER
COUNTY BRIDGE NO. 3267
FHWA NO. 000110
CB&A NO. 2018210**

Dear Mr. Roll:

Calhoun-Burns and Associates, Inc. was retained by Hardin County to perform a feasibility study of the Main Street Bridge in the town of Alden over the Iowa River. This letter report is a summary of our work on this project, and includes a description of our field investigations, chloride testing, office analysis and alternates considered.

GENERAL

The existing structure is a two-span rigid concrete frame. Each span is a 70' clear span with a total length of 145'-6" from centerline to centerline of abutments. The roadway width is 20' with an approximate 3'-9" wide sidewalk located on both sides of the structure. The bridge is currently gross load posted at 25 tons. The load posting and width of the structure creates significant restriction for truck traffic.

The bridge was built in 1936 as part of the depression era Works Progress Administrative (WPA) program. This bridge is currently listed on the National Register of Historic Places. Information from the Iowa DOT historic bridge website that provides some basic information on the historic aspects is included in Appendix A. EOR Iowa has completed some initial cultural work for this site. They have determined that the bridge is listed as historic due to its association with WPA program and not due to its engineering design or architectural details.

The bridge carries Main Street in the City of Alden over the Iowa River. This road is also S27 as part of the county's paved Farm-to-Market system. The roadway is classified as a Major Collector.

The town of Alden lies approximately 9.5 miles east of Interstate 35. It is connected to the interstate system by paved county route D20 that passes along the south edge of town. The majority of the residential properties are located north of D20 and south of the Iowa River. There are several large commercial businesses in Alden that are located north of the bridge. This bridge is a vital link for residents that want to travel north out of town or to connect with the commercial businesses. It is also a vital link for the commercial businesses to connect with the Interstate

system. Due to its important location it carries a traffic volume of 1,660 vehicles per day, per Iowa DOT traffic data.

The existing bridge width of 20' is less than the preferred minimum of 32' for new bridges, per the Iowa Statewide Urban Design and Specifications (SUDAS) design manual. This is based on its current road classification as a major collector. The 20' width is also less than the 28' minimum for existing bridge widths.

EXISTING CONDITIONS

An inspection of the bridge was complete on April 16, 2019 as part of the County's biennial bridge inspection program. A copy of this inspection report is included as Appendix B. The bridge's wearing surface consists of an approximate 2" HMA overlay over the concrete rigid frame. Extensive patching of the HMA has been completed. It appears to be a continual maintenance issue for the County. HMA overlays are porous which causes moisture and salt contamination from deicing agents to be trapped at the interface of the HMA and the original concrete structure. This leads to accelerated deterioration of the structure. Although the top of the concrete deck cannot be visually inspected, a high level of deterioration probably has occurred. This likely is also causing issues related to the HMA paving.

Extensive leaching is visible on the underside of the deck which is a sign of salt intrusion into the concrete. Spot locations appear to have higher concentration with some spalling occurring. The spalling is due to the corrosion of the steel reinforcement in the deck. A site visit in the winter months also noted extensive ice that formed on the underside of the slab. It appeared that this was moisture that had worked through the concrete. This is another sign of the deteriorated condition of the concrete.

In order to quantify the extent of chloride contamination within the deck, Allender-Butzke Engineers collected concrete dust samples taken with a hammer drill at six separate locations. The six locations were selected to provide reasonable representative assessment of the overall condition of the bridge and do not represent the worst locations. Dust samples were collected at 2" intervals to a maximum depth of 18" below the existing deck surface. The location of the test holes and the lab results of the dust samples are provided in Appendix C.

It is understood that chloride levels in excess of 300 parts per million (ppm) will cause corrosion of embedded steel reinforcement. The lab results show that chloride content in excess of 300 ppm was found consistently to be in the top 6" to 8" of the original concrete deck with results as high as 2,370 ppm.

This structure is heavily reinforced in the top of the concrete slab with a double mat of reinforcing over the foundations. These mats of steel are well within this highly contaminated area which indicate there is corrosion occurring and loss of structural capacity. Although the results drop off in the lower portion of the testing, we know reinforcing steel is corroded in the bottom mat based on visual observations and spalling on the underside of the concrete slab.

The foundations are in fair condition. There is cracking, spalling and general deterioration due to their age and being exposed to the elements during their lifetime.

ALTERNATES CONSIDERED

Alternate 1, Rehabilitation: As presented in the “Existing Conditions” section of this report the structure is in a state of deterioration. This is due to its 80 plus years of traffic, winter maintenance and exposure to the elements. The structural concrete is contaminated with salt and the embedded reinforcing steel is corroded. These issues have reduced the structural capacity of the bridge and has led to the current 25 ton load posting which restricts truck traffic.

Due to the extensive nature of the deterioration, a significant portion of the bridge would need to be removed to complete rehabilitation. The foundations, which are the only element that is in fair condition, would need to be widened to meet current roadway width requirements. This work would significantly modify their appearance. At the completion of a rehabilitation, there would be very minimal portions of the original structure remaining. Due to need to remove and modify nearly the entire structure, rehabilitation is not a feasible option.

Alternate 2, Do Nothing: As noted in Alternate 1, this bridge has serious structural issues. If nothing is done to the bridge, the structural conditions will continue to worsen until such a time that the bridge needs to be closed to all traffic. As discussed earlier in this report this bridge has an important social and economic impact to the town of Alden and Hardin County as it connects residences and commercial businesses to other parts of the road system. Therefore, permanent closure of this route is not desirable, and this is not a feasible option

Alternate 3, Relocation of the Existing Structure to an Alternate Site. The concrete superstructure elements are poured integrally into the foundation elements. The foundation elements are vertical members tied into footings bearing on natural bedrock. It should be noted that foundation footings are embedded in the bedrock to provide vertical and lateral support of the structure. In order to relocate without significant concrete removals, the entire structure would need to be relocated in one piece. This would include the concrete superstructure, the high concrete abutments, the concrete pier, the concrete footings and concrete wings.

Relocation of the structure in this fashion is not practical due to its size and weight. In addition, instability would be created if it were detached from the bedrock. Disassembly of the structure for relocation would destroy the structure itself. Therefore, relocation is not a feasible alternate.

Alternate 4, Road Realignment. Maintaining an Iowa River crossing within the town of Alden is desirable. If an alternate bridge location were chosen, a residential street would need to be upgraded to a collector. This would transform a quiet residential street into a busy commercial route. This would have significant adverse effects to the residents in the area. In addition, this would draw traffic away from the commercial businesses currently located on Main Street. This would have a direct negative affect on the economic viability of these businesses. Therefore, road realignment is not a feasible alternate.

Alternate 5, Replace the Bridge at its Current Location. At this time, we have considered some basic hydraulic data for this site. Due to significant site restrictions, raising the grade appears undesirable. Therefore, a structure with a thin superstructure, such as a multi span continuous concrete slab, seems appropriate at this site. A high concrete abutment would likely be required at the south abutment due to the close proximity of the adjacent buildings. A traditional integral abutment could be used at the north abutment. The east leg of River Road, which is north of the bridge, would be aligned to the west leg, thus providing additional turning movement clearance to the new bridge.

This option would require the elimination of the existing bridge, which would be an adverse effect. The new structure would be designed to current day vehicular loading requirements and incorporate current day safety features to protect the travelling public.

For a new bridge, a 32' width would be required to meet current design criteria. Due to this bridge being located in Alden and having close proximity to the City park, installation of a sidewalk is appropriate. Based on site consideration locating the sidewalk of the west side appears appropriate. Typical sidewalk width on a structure is 5'. If the sidewalk is to be used as a bike trail or for recreational activities, such as fishing, consideration of a 10' width should be considered.

CONCLUSIONS, RECOMMENDATIONS AND NEXT STEPS

The existing 80 plus year old structure has significant deterioration which has led to reduced load carrying capacity. This has resulted in its current load positing and restriction of truck traffic. Due to the traffic volume and continued exposure to the elements, the bridge continues to deteriorate. An improved Iowa River crossing is needed at this site to serve the town of Alden and the residences on Hardin County.

Based on our alternate evaluation above, **Alternate 5, Replace the Bridge at its Current Location**, is the only feasible alternate at this site. We recommend that you review/discuss internally the alternates available at this site and provide your concurrence and/or comments before we proceed with the next steps.

We understand that this project is to be developed utilizing SWAP funding. Since this is non-federally funded, the Iowa DOT will not be coordinating with the State Historical Preservation Office (SHPO) regarding the effects to this historic structure. Therefore, once we have received your concurrence, we will proceed with submittal of this project to the US Army Corp of Engineers (USACOE). As this project will affect the Iowa River below the ordinary high water, we anticipate the USACOE will take authority on this project and coordinate with SHPO.

The first step in coordination with SHPO is their concurrence with the alternate selected. Assuming they concur with the alternate selected, this project will have an adverse effect to a historic structure. This typically requires mitigation which can mean a variety of things. When we get to that point, we will remain in contact with you such that you can provide input on mitigation options and the effects to the overall cost of the project.

Please feel free to call if you have any questions related to this Feasibility Report. We look forward to working with you as we continue to move this project forward.

Thank You.

Sincerely,



Lowell G. Miller, P.E.
Project Manager

Enclosures

APPENDIX A

HISTORIC BRIDGE

INFORMATION FROM IDOT WEBSITE

[Services](#)[Agencies](#)[Social](#)

HISTORIC BRIDGES OF IOWA

ALDEN BRIDGE

[BACK](#)

HARDIN COUNTY



BRIDGE INFORMATION

Year constructed: 1936

Alternate name: Main Street Bridge

Bridge type: Concrete Rigid Frame

National Register of Historic Places status: Listed

Length: 150 feet

Width: 20 feet

Spans: 2

FHWA: 000110

Jurisdiction: City of Alden

Location: Main Street over the Iowa River in Alden, Section 18, T89N-R21W (Alden Township)

DETAILS

The bridge over the Iowa River in Alden formed a longstanding link for the two sides of the small town, but by the mid-1930s the existing wood structure had "long since seen its best day," according to the Alden Times. In 1935, Hardin County moved to replace it and the bridge at Steamboat Rock. The county sought financial assistance for construction of the two structures from the Works Progress Administration, securing approval from that agency in October 1935. The projects were to be a great boon for Alden's unemployed, who would be used as a day labor to help construct the concrete bridge

over the Iowa River. The estimated cost for the 150-foot-long structure at Alden was \$20,000, \$11,163 of which was to be funded by a WPA grant, with the remainder to be financed by Hardin County.

The Iowa State Highway Commission designed the Alden Bridge as a concrete rigid-frame structure, comprised of two spans supported by a concrete substructure. The selection of concrete as the construction material for several Depression-era, WPA-funded bridges was not coincidental; concrete took more employment in building than steel construction. Hardin County advertised for competitive bids and awarded the contract to Weldon Brothers Construction Company of Iowa Falls for a total of \$11,922. The WPA workers were to be supervised by Weldon Brothers; but they would be paid by the federal government. Work on the substructure began in January of 1936, and the bridge was completed the same year. The town officially dedicated the bridge on July 4, 1936, with thousands of citizens in attendance. Consisting of a two-span deck girder supported by a concrete substructure, the Alden Bridge is lit at night by four electroliers (two at each approach) and features ornamental steel guardrails and pedestrian sidewalks at either side of the roadway. Since its completion in 1936, the Alden Bridge has carried fairly heavy urban traffic in northwestern Hardin County.

The Alden Bridge was among the first projects undertaken by the WPA in Iowa. was one of the first concrete rigid-frame structures designed by ISHC. The concrete rigid-frame configuration, developed in Westchester County, New York, in the early 1930s, became especially popular for federal relief projects during the 1930s. Both picturesque and practical, the flat-arched appealed to proponents of urban beautification. The Iowa State Highway Commission, like many state highway departments, built a tentative number of rigid frames in the 1930s, of which the Alden Bridge is a distinguished, early example *[adapted from Crow-Dolby and Fraser 1992, Landler and Pitner 1995]*.

APPENDIX B

BRIDGE INSPECTION REPORT

IOWA DEPARTMENT OF TRANSPORTATION
IOWA STRUCTURE INVENTORY AND APPRAISAL SHEET

Date Printed: 7/25/2019

* Sufficiency Rating 11

* Do Not Change

Note:

IDENTIFICATION COUNTY ENGR.

* COUNTY/CITY **Alden**
COUNTY ID **03267**
* 8 STRUCTURE NO **000110**
* 5 INVENTORY ROUTE **1 5 1 00 00**
2 STATE AREA NO **0**
6 FEATURES CROSSED **IOWA RIVER**
7 FACILITY CARRIED **MAIN ST**
9 LOCATION **089211800**
11 MILE POINT **0.000**
98 BORDER BRIDGE CODE **0** SHARE **0** %
* 99 BORDER BRIDGE NO

INSPECTIONS

90 INSPECTION DATE **4/16/2019**
91 FREQUENCY **12** MO
92 CRITICAL FEATURE INSPECTION Y/N
93 CFI DATE
A FRACTURE CRIT DETAIL **N** MO A MO YR
B UNDERWATER INSP **N** MO B MO YR
C OTHER SPECIAL INSP **N** MO C MO YR
Inspected By: **DOERFLER, DANIEL**
Consulting Firm Name: **CALHOUN-BURNS & ASSOCIATES, INC.**

STRUCTURE TYPE AND MATERIAL

43 MAIN STRUCTURE TYPE **211**
44 APPROACH TYPE **NEAR 0 FAR 0**
45 NO OF SPANS - MAIN **2**
46 NO OF APPR SPANS **NEAR 0 FAR 0**
107 DECK TYPE **1**
108 WEARING SURFACE/PROTECTIVE SYSTEM **6 0 0**

CONDITION

RATING (9-0)

58 DECK **MAP CRACKING, POT HOLES, SPALLING, LEACHING** 3
59 SUPER **LEACHING, TRANSVERSE CRACKS W/ EXPOSED REBAR, SPALLS** 3
60 SUB **WING CRACKED, EROSION, COLUMNS AGED & DETERIORATING** 5
61 CHAN & PROT **SCOUR, BRUSH** 6
62 CULV N

AGE AND SERVICE

27 YEAR BUILT ~~1900~~ **1936**
106 YEAR RECONST **0000**
42 TYPE OF SERVICE **55**
28 LANES: ON **2** UNDER **0**
* 29 EST AVE DAILY TRAFFIC **1660**
* 30 YEAR ADT **2017**
* 109 TRUCK ADT **00** % (PRIMARY ONLY)
19 BYPASS, DETOUR LENGTH **3.000**

LOAD RATING AND POSTING

31 DESIGN LOAD **0** 64 OPERATING RATING **38.2** 66 INVENTORY RATING **22.9**
63 METHOD USED - OPERATING RATING **1** 65 METHOD USED - INVENTORY RATING **1**
70 BRIDGE POSTING **1** 41 STRUCTURE OPEN, POSTED OR CLOSED **P**
POSTED 25
CALC OPER 434 551 657
CALC INV 420 530 634

GEOMETRIC DATA

48 LONGEST SPAN **75** 112 NBIS BR **Y**
49 STRUCTURE LENGTH **150**
50 CURB OR SIDEWALK: RT **3.9** LT **3.9**
51 BR RDWY WIDTH C-C **20.0**
52 DECK WIDTH O-O **34.1**
32 APPR RDWY WIDTH (W/ SHOULDERS) **24**
33 BRIDGE MEDIAN **NO MEDIAN**
34 SKEW **0**
35 STRUCTURE FLARED **NO**
10 MIN VERT CLEAR 3m LANE **99 99**
47 TOTAL HORIZ CLEAR RT **19 00** LT **0000**
53 VERT CLEAR OVER BR RDWY RT **99 99** LT
54 VERT UNDERCLEAR RT **N 00 00**
55 LAT UNDERCLEAR RT **N 00 00**
56 LAT UNDERCLEAR LT **00**

APPRAISAL

RATING (9-0)

67 STRUC EVAL **SUB-LEGAL** 3
68 DECK GEO **NARROW FOR TRAFFIC COUNT** 2
69 UNDERCLEAR, VERT & HORI N
71 WATER ADQ 6
72 APP RDWY ALIG 7
36 TRAFFIC SAFETY FEATURES **0 0 0 0** 113 SCOUR CRIT BR **8**

NAVIGATION DATA

38 NAVIGATION CONTROL **0**
111 PIER PROTECTION
39 NAV VERT CLEARANCE
116 VERT-LIFT BR NAV MIN VERT CLEAR **00.0**
40 NAVIGATION HORIZ CLEAR

PROPOSED IMPROVEMENTS

75 TYPE OF WORK **311** 76 LENGTH OF STRUCT. IMPR **175**
94 BRIDGE IMP. COST (1000's) **1400** 95 RDWY. IMPROVE COST (1000's) **140**
96 TOTAL PROJ. COST (1000's) **2100** 97 YEAR IMPROVE ESTIMATE MADE **2019**

CLASSIFICATION

101 PARALLEL HIGHWAY **N** 103 TEMPORARY STRUCTURE
102 DIRECTION OF TRAFFIC **2** *26 FUNC. CL **7**
20 TOLL **3** 21 MAINTAIN **04** 22 OWNER **04**

KEEP "25 TONS". MONITOR CONCRETE DETERIORATION.

PROBE PIERS DURING LOW FLOW. FEASIBILITY BEING COMPLETED

TO COMPARE LONG TERM OPTIONS FOR THIS HISTORIC BRIDGE.

Pictures

NBI Number: 110
Facility Carried: MAIN ST

Bridge ID: ALDEN 3267
Feature(s) Intersected: IOWA RIVER



Photo Number: 1

Photo Taken: 04/16/2019

ROAD VIEW LOOKING NORTH



Photo Number: 2

Photo Taken: 04/16/2019

ROAD VIEW LOOKING SOUTH

Pictures

NBI Number: 110
Facility Carried: MAIN ST

Bridge ID: ALDEN 3267
Feature(s) Intersected: IOWA RIVER



Photo Number: 3

Photo Taken: 04/16/2019

SIDE VIEW LOOKING EAST



Photo Number: 4

Photo Taken: 04/16/2019

UNDER VIEW LOOKING SOUTH

Pictures

NBI Number: 110
Facility Carried: MAIN ST

Bridge ID: ALDEN 3267
Feature(s) Intersected: IOWA RIVER



Photo Number: 5

Photo Taken: 04/16/2019

UNDER VIEW LOOKING NORTH



Photo Number: 6

Photo Taken: 04/16/2019

TYPICAL DETERIORATION IN GUTTER LINE

Pictures

NBI Number: 110
Facility Carried: MAIN ST

Bridge ID: ALDEN 3267
Feature(s) Intersected: IOWA RIVER



Photo Number: 7

Photo Taken: 04/16/2019

TYPICAL DETERIORATION AT DRAINS



Photo Number: 8

Photo Taken: 04/16/2019

TYPICAL SPALLS IN ARCH FACIA

Pictures

NBI Number: 110
Facility Carried: MAIN ST

Bridge ID: ALDEN 3267
Feature(s) Intersected: IOWA RIVER



Photo Number: 9

Photo Taken: 04/16/2019

SPALL AT NORTHEAST CORNER DECK



Photo Number: 10

Photo Taken: 04/16/2019

SPALL NEAR SOUTHEAST ABUTMENT

Pictures

NBI Number: 110
Facility Carried: MAIN ST

Bridge ID: ALDEN 3267
Feature(s) Intersected: IOWA RIVER



Photo Number: 11

Photo Taken: 04/16/2019

TYPICAL DETERIORATION AT SIDEWALKS



Bridge No. <u>03267</u>	Bridge Type <u>CONCRETE ARCH</u>	Date <u>4/16/2019</u>
FHWA No. <u>000110</u>	Crossing <u>IOWA RIVER</u>	Inspector <u>Doerfler, Daniel</u>
Sect. <u>18 T 89 N, R 21</u>		County <u>Alden</u>
Structure Length <u>150</u> Deck Width O-O <u>34.1</u>	Est. Remaining Life <u>3</u> Yrs	ADT <u>1660</u> Year Built <u>1900</u>
BR Roadway Width C-C <u>20</u>	Fracture Critical <u>N</u>	Item 113 Code <u>8</u> Yr. Reconst. <u>0</u>

POSTED LOAD LIMITS

	Posted	One Lane	Narrow	Object
	Loading			Markers
Legibility:	<u>Good</u>			
Visibility:	<u>Good</u>			
Comments:	<u>925 CURBS YELLOW AT CORNERS</u>			

72. APPR. ALIGNMENT COND. RATING REMARKS

	COND. RATING	REMARKS
1. Approach Slab	<u>5</u>	<u>CRACKED</u>
2. Relief Joints	<u>-</u>	
3. Approach - Guardrail	<u>NONE</u>	
4. Embankment	<u>7</u>	

INSPECTOR'S CONDITION RATING

7

58. DECK ITEM CONDITION RATING REMARKS

1. Wearing Surface	<u>4</u>	<u>2" H.M.A., MAP CRACKING, POT HOLES, HMA COLD PATCHES</u>
2. Deck- Structural Condition	<u>3</u>	<u>LEACHING UNDERSIDE, SPALLING UNDER AT S. DRAINS</u>
3. Curbs	<u>5</u>	<u>ENDS REPAIRED, CRACKED, SPALLED</u>
4. Median	<u>-</u>	
5. Sidewalks	<u>4</u>	<u>E. & W. SPALLING, CRACKS, DELAMINATION IN PLACES, RAISED</u>
6. Railing	<u>6</u>	<u>DECORATIVE, CORROSION</u>
7. Paint	<u>5</u>	
8. Drains	<u>5</u>	<u>CORRODED</u>
9. Utility Connections		
10. Joint Leakage	<u>-</u>	
11. Expansion Joints and Devices	<u>-</u>	

INSPECTOR'S CONDITION RATING

3

MAP CRACKING, POT HOLES, SPALLING, LEACHING

59. SUPERSTRUCTURE

1. Bearing Devices	<u>-</u>	
2. Stringers	<u>-</u>	
Lateral Support ()		
3. Girders/Beams	<u>3</u>	<u>HIGH LEVELS OF CHLORIDE BASED ON TESTING</u>
Lateral Support (<u>FULL</u>)		
4. Floor Beams	<u>-</u>	
Lateral Support ()		
5. Trusses - General	<u>-</u>	
Portals	<u>-</u>	
Bracing	<u>-</u>	
6. Paint	<u>-</u>	
7. Rivets or Bolts	<u>-</u>	
8. Welds - Cracks	<u>-</u>	
9. Rust	<u>-</u>	
10. Timber Decay	<u>-</u>	
11. Concrete Cracking	<u>3</u>	<u>SOME SPALLS UNDER, LEACHING, EXPOSED REINF. IS CORRODED</u>
12. Collision Damage	<u>-</u>	
13. Deflection Under Load	<u>7</u>	
14. Alignment of Members	<u>-</u>	
15. Vibration Under Load	<u>7</u>	

INSPECTOR'S CONDITION RATING

3

LEACHING, TRANSVERSE CRACKS w/ EXPOSED REBAR, SPALLS

CONDITION RATING

(Use for SIA items 58, 59, 60, 61, 62, 62)

Date: 4/16/2019County: AldenBridge No.: 03267

- N Not Applicable
- 9 Excellent Condition
- 8 Very Good Condition - No problems noted.
- 7 Good Condition - Some minor problems.
- 6 Satisfactory Condition - Structural Elements show minor deterioration
- 5 Fair Condition - Primary structural elements have minor section loss, spalling, cracking or scour.
- 4 Poor Condition - Advanced section loss, deterioration, spalling or scour. Posting for some truck traffic is warranted.
- 3 Serious Condition - Primary structural elements affected by section loss, deterioration, cracking or scour. Posting for most truck traffic is warranted immediately.
- 2 Critical Condition - Advanced deterioration of concrete or steel and/or critical scour. Structure should be closed to all traffic.
- 1 "Imminent" Failure Condition - Major deterioration of structural elements. Structure is closed but corrective action may allow light service.
- 0 Failed Condition - Out of service and beyond repair.

ITEM**CONDITION RATING****REMARKS****60. SUBSTRUCTURE**

1. Abutments - Caps	-	
Wings	6	SW. CRACKED
Backwall	6	LEACHING
Footing	-	
Piles	-	
Erosion	5	S. SIDE
Settlement	-	
2. Piers or Bents - Caps	-	
Columns	5	AGED, IN RIVER, DETERIORATION AT TOP AT E.
Footings	-	
Piles	-	
Scour	6	
Settlement	-	
3. Concrete Cracking	5	
4. Steel Corrosion	-	
5. Timber Decay	-	
6. Debris on Seats	-	
7. Paint	5	
8. Collision Damage	-	

INSPECTOR'S CONDITION RATING**5**

WING CRACKED, EROSION, COLUMNS AGED & DETERIORATING

61. CHANNEL AND CHANNEL PROTECTION

1. Channel Scour	6	S. SIDE, AT PIER
2. Embankment Erosion	6	
3. Drift	7	MINOR AT PIER
4. Vegetation	7	BRUSH
5. Channel Change	-	
6. Fender System	-	
7. Spur Dikes and Jetties	-	
8. Riprap	6	IN RIVER UPSTREAM, SE. BANK
9. Adequacy of Opening	7	DAM 100 YARDS UPSTREAM

Drainage Area

Square Miles

INSPECTOR'S CONDITION RATING**6**

SCOUR, BRUSH

62. CULVERT AND RETAINING WALLS

1. Barrel - Concrete	-	
Steel	-	
Timber	-	
2. Headwall	-	
3. Cut-off Wall	-	
4. Adequacy	-	
5. Debris	-	

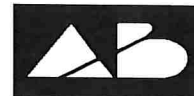
INSPECTOR'S CONDITION RATING**N**

APPENDIX C

CHLORIDE TEST LOCATIONS AND RESULTS

ALLENDER BUTZKE ENGINEERS INC.

GEOTECHNICAL • ENVIRONMENTAL • CONSTRUCTION Q. C.



June 26, 2019

Calhoun Burns & Associates
1500 30th Street
West Des Moines, Iowa 50266
Attn: Mr. Lowell Miller, P.E.

RE: PCC Chloride Content Testing
Main Street Bridge over Iowa River
Alden, Iowa
ABE PN 195103

Dear Mr. Miller:


As authorized by you, Allender Butzke Engineers Inc. (ABE) completed Portland cement concrete (PCC) dust sampling with a hammer drill on May 30, 2019. PCC dust samples were collected from approximate locations indicated on the enclosed Site Plan. The bridge had approximately 2 inches of asphalt topping over the PCC bridge deck. The asphalt topping was not sampled and the PCC dust samples were collected at 2-inch intervals starting below the asphalt topping.

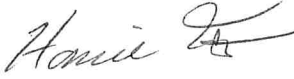
The samples were transported from the bridge to the ABE laboratory, where they were packaged and mailed to American Engineering & Testing Inc. (AET) for acid-soluble chloride testing (ASTM C1152). The sampling holes were patched with non-shrink cement grout.

Enclosed with this letter is the Report of Chemical Analysis which provides the results of chloride content testing conducted by American Engineering & Testing, Inc. Please review and contact us if you have any questions.

We appreciate the opportunity to provide our construction testing services for this project. If you have any questions or need further assistance, please contact us at your convenience.

Respectfully submitted,
ALLENDER BUTZKE ENGINEERS INC.


Keith Kimsey, P.E.
Project Engineer


Hamid Feiz, P.E.
Principal Engineer

1 PC, 1 Email Above



- CONSULTANTS
- ENVIRONMENTAL
- GEOTECHNICAL
- MATERIALS
- FORENSICS

REPORT OF CHEMICAL ANALYSIS

PROJECT:

ALDEN MAIN STREET BRIDGE
CHLORIDE TESTING

REPORTED TO:

ALLENDER BUTZKE ENGINEERS INC
3660 109TH ST
URBANDALE, IA 50322

ATTN: KEITH KIMSEY

AET PROJECT NO: 24-20675

DATE: JUNE 14, 2019

INTRODUCTION

This report presents the results of laboratory work performed by our firm on thirty (30) powder samples submitted to us by Keith Kimsey of Allender Butzke Engineers Inc. on June 3, 2019. The scope of our work was limited to documenting the chloride content of the powders by ASTM C1152 “Standard Test Method for Acid-Soluble Chloride in Mortar and Concrete.”

TEST RESULTS

<u>Sample Identification</u>	<u>Sample Depth, in.</u>	<u>Acid Soluble Chloride by Weight % of Sample</u>	<u>ppm (mg/Kg)</u>
1	0-2	0.118	1180
	2-4	0.064	640
	4-6	0.047	470
2	0-2	0.178	1780
	2-4	0.116	1160
	4-6	0.053	530
	6-8	0.036	360
	8-10	0.023	230
	10-12	0.016	160
	12-14	0.013	130
	14-16	0.011	110
	16-18	0.013	130
3	0-2	0.126	1260
	2-4	0.070	700
	4-6	0.040	400
4	0-2	0.237	2370
	2-4	0.120	1200
	4-6	0.033	330

<u>Sample Identification</u>	<u>Sample Depth, in.</u>	<u>Acid Soluble Chloride by Weight % of Sample</u>	<u>ppm (mg/Kg)</u>
5	0-2	0.162	1620
	2-4	0.085	850
	4-6	0.042	420
	6-8	0.027	270
	8-10	0.022	220
	10-12	0.016	160
	12-14	0.015	150
	14-16	0.019	190
	16-18	0.017	170
6	0-2	0.111	1110
	2-4	0.042	420
	4-6	0.027	270

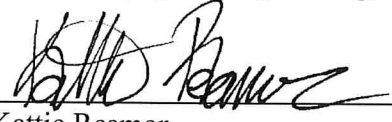
TEST PROCEDURES

Laboratory testing was performed on June 10, 2019 and subsequent dates. Testing was performed in accordance with ASTM C1152 "Standard Test Method for Acid-Soluble Chloride in Mortar and Concrete." Results are reported on an as received basis.

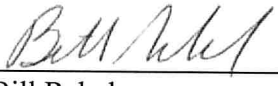
REMARKS

The test samples will be retained for a period of at least thirty days from the date of this report. Unless further instructions are received by that time, the samples may be discarded. The test result relates only to the samples tested. No warranty, express or implied, is made.

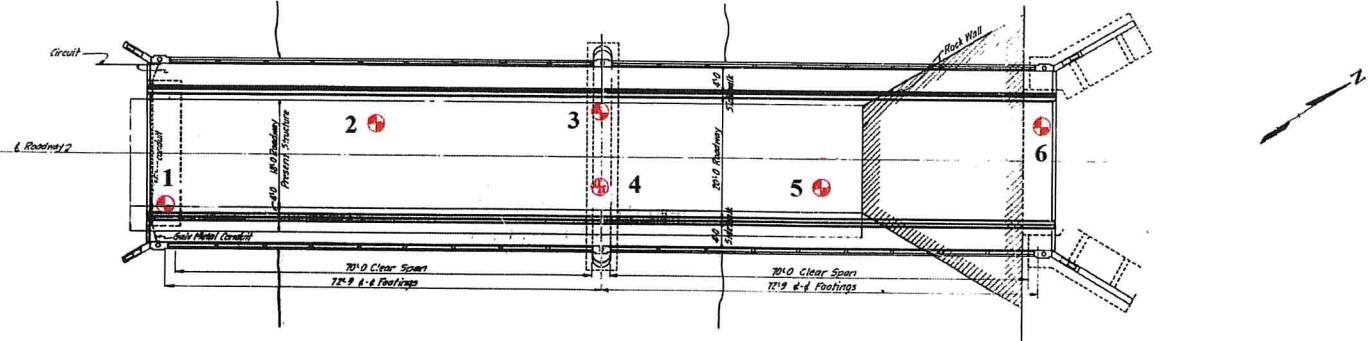
Report Prepared by:
American Engineering Testing, Inc.


Kattie Reamer
Chemist I

Report Reviewed by:
American Engineering Testing, Inc.


Bill Rebel
Principal Chemist

SITE PLAN



NOT TO SCALE



County Auditor's Report of Fees Collected

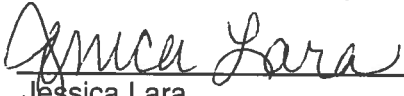
State of IOWA) SS:
County of) Hardin County

To the Board of Supervisors of HARDIN COUNTY:

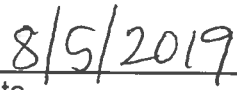
I, Jessica Lara, Auditor of the above named County and State, do hereby certify that the following is a true and correct statement of the fees collected by me in my office for the period of 7/1/2019 through 7/31/2019 and the same has been paid to the County Treasurer:

	No. Doc.	Fees collected
4150 Passport fees	24	\$840.00
4150 Photo fees	38	* \$560.00 *1 -Picture fee was short \$10.00
	Total	\$1,400.00

All of which is respectfully submitted.



Jessica Lara
Hardin County Auditor



Date

Chairperson, Board of Supervisors

Date

Recorder's Monthly Report to the Treasurer

07/01/2019 to 07/31/2019

Liability

Account Number	Description	Net
0001-1-07-8000-400000-2	Use Tax-DOR	(\$954.00)
0001-1-07-8000-400000-3	State Sales Tax-DOR	(\$949.50)
0001-1-07-8000-400000-4	Local Option Tax-DOR	(\$133.25)
0001-1-07-8000-402000	RVVRS Boat Registration Fees - State	(\$2,742.95)
0001-1-07-8000-402001-1	RVVRS Boat Titles - State	(\$25.50)
0001-1-07-8000-402001-2	RVVRS Boat Titles - DOR	(\$85.00)
0001-1-07-8000-402002-1	RVVRS Boat Liens - State	(\$7.50)
0001-1-07-8000-402002-2	RVVRS Boat Liens - DOR	(\$25.00)
0001-1-07-8000-403000-1	Hunting & Fishing Fees-State	(\$326.50)
0001-1-07-8000-404000-2	Real Estate Transfer Tax-State	(\$9,016.00)
0001-1-07-8000-406000-1	Vitals Certified Copies-State	(\$1,220.00)
0001-1-07-8000-407000-1	ATV Registration Fees-State	(\$497.50)
0001-1-07-8000-407000-2	ATV Titles-State	(\$65.00)
0001-1-07-8000-407000-3	ATV Liens-State	(\$13.00)
0001-1-07-8000-413001-1	Marriage License-State	(\$248.00)
Total		(\$16,308.70)

Revenue

Account Number	Description	Net
0001-1-07-8000-400000	Recording of Instruments	(\$7,070.00)
0001-1-07-8000-400000-1	Over Payment	(\$15.50)
0001-1-07-8000-402001	RVVRS Boat Titles - County	(\$85.00)
0001-1-07-8000-402002	RVVRS Boat Liens - County	(\$25.00)
0001-1-07-8000-403000	Hunting & Fishing Fees-County	(\$7.00)
0001-1-07-8000-404000	Real Estate Transfer Tax-County	(\$1,879.40)
0001-1-07-8000-406000	Vitals Certified Copies-County	(\$440.00)
0001-1-07-8000-407000	ATV Writing Fees(\$5.00)-County	(\$60.00)
0001-1-07-8000-408000	RVVRS Writing Fees - County	(\$180.00)
0001-1-07-8000-410000	Auditor's Transfer Fees - \$5.00	(\$515.00)
0001-1-07-8000-413001	Marriage License-County	(\$32.00)
0001-1-07-8000-550000	Photocopy/Fax Fees	(\$270.50)
0024-1-07-0000-414000	Document Management Fees	(\$315.00)
5410-1-07-0000-416000	Electronic Transaction Fees	(\$315.00)
Total		(\$11,209.40)

Grand Total		(\$27,518.10)
--------------------	--	----------------------

Recorder's Monthly Report to the Treasurer

07/01/2019 to 07/31/2019

Range Summary

Range	Account	Net
Department of Revenue		
	0001-1-07-8000-400000-4 Local Option Tax-DOR	(\$133.25)
	0001-1-07-8000-400000-3 State Sales Tax-DOR	(\$949.50)
	0001-1-07-8000-400000-2 Use Tax-DOR	(\$954.00)
	0001-1-07-8000-402002-2 RVVRS Boat Liens - DOR	(\$25.00)
	0001-1-07-8000-402001-2 RVVRS Boat Titles - DOR	(\$85.00)
	0001-1-07-8000-404000-2 Real Estate Transfer Tax-State	(\$9,016.00)
Department of Revenue		(\$11,162.75)
Hunting and Fishing		
	0001-1-07-8000-403000 Hunting & Fishing Fees-County	(\$7.00)
	0001-1-07-8000-403000-1 Hunting & Fishing Fees-State	(\$326.50)
Hunting and Fishing		(\$333.50)
Marriage Application		
	0001-1-07-8000-413001-1 Marriage License-State	(\$248.00)
	0001-1-07-8000-413001 Marriage License-County	(\$32.00)
Marriage Application		(\$280.00)
RVVRS County		
	0001-1-07-8000-408000 RVVRS Writing Fees - County	(\$180.00)
	0001-1-07-8000-402001 RVVRS Boat Titles - County	(\$85.00)
	0001-1-07-8000-407000 ATV Writing Fees(\$5.00)-County	(\$60.00)
	0001-1-07-8000-402002 RVVRS Boat Liens - County	(\$25.00)
RVVRS County		(\$350.00)
RVVRS State		
	0001-1-07-8000-402002-1 RVVRS Boat Liens - State	(\$7.50)
	0001-1-07-8000-402000 RVVRS Boat Registration Fees - State	(\$2,742.95)
	0001-1-07-8000-402001-1 RVVRS Boat Titles - State	(\$25.50)
	0001-1-07-8000-407000-2 ATV Titles-State	(\$65.00)
	0001-1-07-8000-407000-1 ATV Registration Fees-State	(\$497.50)
	0001-1-07-8000-407000-3 ATV Liens-State	(\$13.00)
RVVRS State		(\$3,351.45)
Transfer Tax		
	0001-1-07-8000-404000 Real Estate Transfer Tax-County	(\$1,879.40)
	0001-1-07-8000-404000-2 Real Estate Transfer Tax-State	(\$9,016.00)
Transfer Tax		(\$10,895.40)
Vitals Certified Copies		
	0001-1-07-8000-406000-1 Vitals Certified Copies-State	(\$1,220.00)
	0001-1-07-8000-406000 Vitals Certified Copies-County	(\$440.00)
Vitals Certified Copies		(\$1,660.00)

2018-2019 Civil fees July

0001-1-05-1000-440003	Civil Fees	\$	3,116.58
0001-1-05-1000-440004	Civil Mileage	\$	905.68
0001-1-05-9000-440001	Mental Health	\$	-
	Total:	\$	4,022.26

2018-2019 Misc fees July

0001-1-05-1000-250100	Contract Law	\$	-
0001-1-05-1000-250200	Care Prisoners	\$	600.00
0001-1-05-9000-440002	Driving Records	\$	-
0001-1-05-1000-440006	Purchase Permits	\$	-
0001-1-05-1000-441000	Weapon Permits	\$	-
0001-1-05-1000-443000	Work Release	\$	5,120.00
0001-1-05-1000-445000	Sex Offender Reg.	\$	-
0001-1-05-1000-550001	Copy Reports	\$	-
0001-1-05-1000-850100	CO ENF Surcharge	\$	757.50
0001-4-05-1000-849000	Miscellaneous	\$	600.00
0001-4-05-1000-259465	Social Security Reward	\$	-
0001-1-05-1000-550005	Fingerprint fees	\$	-
	Total:	\$	7,077.50

Total fees **\$ 11,099.76**
31-Jul-19 **Funds paid to Treasurer** **FY 18/19**

**APPROVED BY HARDIN COUNTY
BOARD OF SUPERVISORS**

Chairman

Date

18-19 Fiscal Year

0001-1-05-1000-440003
0001-1-05-1000-440004
0001-1-05-9000-440001

July fees

Civil Fees \$ 2,147.18
Civil Mileage \$ 708.28
Mental Transports \$ -
\$ 2,855.46

18-19 Fiscal Year

0001-1-05-1000-250100
0001-1-05-1000-250200
0001-1-05-9000-440002
0001-1-05-1000-440006
0001-1-05-1000-441000
0001-1-05-1000-443000
0001-1-05-1000-445000
0001-1-05-1000-550001
0001-1-05-1000-850100
0001-1-05-1000-550005
0001-4-05-1000-259465

July fees

Contract Law \$ 20,450.44
Care Prisoners \$ -
Driving Records \$ 6.50
Purchase Permits \$ -
Weapon Permits \$ 920.00
Work Release \$ -
Sex Offender Reg. \$ 50.00
Copy Reports \$ 25.00
CO ENF Surcharge \$ -
Fingerprint fees \$ 80.00
Social Security Reward \$ -
Total: \$ 21,531.94

**Total fees
FY 19/20**

\$ 24,387.40

**Funds paid to Treasurer
on 7/31/2019**

**APPROVED BY HARDIN COUNTY
BOARD OF SUPERVISORS**

Chairman

Date

HARDIN COUNTY CREDIT CARD POLICY

I. Purpose:

This policy lists the procedures for using Hardin County credit cards on behalf of the County for making daily operational purchases as well as paying for approved travel expenses when on County business as outlined in the employment handbook.

II. Objectives:

Credit cards will allow Hardin County to:

- A. Consolidate County purchases onto one card and thereby eliminate numerous cards held in the County's name.
- B. Allow the County to do business with vendors who no longer allow charge account payments and now require a credit card.
- C. Take advantage of cost-saving opportunities by being able to purchase on the Internet and through catalogs as this practice is much more prevalent than in past years.

III. Procedures:

The County Auditor's Office will be responsible for obtaining and distributing County credit cards to each department. Credit cards are to carry no annual fees and be obtained from banks within Hardin County. Before receiving and/or using a County credit card, employees will sign the Hardin County Credit Card Agreement (Exhibit A). For added security and accountability, cards will be issued in individual department heads' names. The signed Credit Card Agreement will be kept on file in the Auditor's Office.

Spending limits per department will be as listed. Only through written justification by the department head or elected official and approval by the Board of Supervisors will the spending limit be adjusted.

Spending limits:

Assessor	\$2,000
Auditor	\$2,000
Board of Supervisors (3 cards @ \$2,000/card)	\$6,000
Community Services	\$2,000
Conservation	\$4,000
County Attorney	\$2,000
County Engineer	\$2,000
Emergency Management	\$2,000
IT Department	\$2,000

Property Management	\$2,000
Recorder	\$2,000
Sheriff (15 cards @ \$2,000/card)	\$30,000
Sheriff Transport (2 cards @ \$3,000/card)	\$6,000
Treasurer	\$2,000
Veterans' Affairs	\$2,000
IRVM	\$2,000
Environmental Health	\$2,000
Medical Examiner Investigator	\$2,000
Economic Development	\$2,000

Credit cards should not be used to make purchases that under normal circumstances would require a competitive bid. All competitive bidding procedures will remain in place.

Any employee charging through the credit card system is responsible for arranging the sales tax exempt status for Hardin County.

The only eligible travel expenses that may be charged on the credit cards are those as allowed in the Hardin County Employee Handbook. Any other use while traveling is prohibited. Because of IRS regulations, credit cards cannot be used for meals for day travel when there is no overnight stay. Cash advances are prohibited.

Employees are prohibited from using County credit cards for personal expenses. Even if the employee intends to reimburse the County later, it is still prohibited. Charging personal expenses on County cards will result in disciplinary action as outlined in the employment handbook.

Department heads are responsible for ensuring that payment vouchers include original supporting, itemized documentation (receipts, invoices, etc.) when turned into the Auditor's Office for payment.

*County credit cards are not to be used as a method of financing long term debts. Should the action or inaction of any employee or department head contribute to the failure to pay the credit card balance when due, that employee or department head shall be responsible for the payment of any finance charge or late payment fee associated with that late payment.

If a credit card is lost, the department head or elected official shall notify the issuing bank immediately.

Prior to changing departments or ending employment with the County, credit cards should be turned into the Auditor's Office along with the completed Return of Credit Card form (Exhibit B)

IV: Summary:

These are overall guidelines for the County. Departments may implement more restrictive policies and procedures, but may not adopt any that are less restrictive.

These guidelines and procedures cannot cover every possible situation that may occur in using County credit cards.

Adopted this 8th day of July, 2009.

*Amended December 23, 2009.

*Amended January 9, 2013

*Amended July 17, 2013

*Amended August 21, 2013

*Amended September 3, 2014

*Amended February 24, 2016

*Amended September 28, 2016

*Amended November 23, 2016

*Amended August 7, 2019

HARDIN COUNTY

Renee McClellan, Chair
Board of Supervisors

ATTEST:

Jessica Lara
Hardin County Auditor

**Hardin County
Credit Card Agreement**

Employee: _____

Department: _____

Approved by:
Department head _____

Auditor's Office: _____

The employee listed above has been provided with a copy of the County's credit card policy, and hereby agrees to comply with all terms and conditions set forth therein, including but not limited to:

1. County credit cards are for official County use only. I understand that any misuse of the County credit card will result in disciplinary action.
2. Credit card payments must be processed on a timely basis. All charges need accompanying original, itemized receipts. If appropriate receipts are not turned in and cannot be produced, I agree to reimburse the County for any undocumented charges or any charges that do not comply with County policies.
3. The credit card will be immediately surrendered upon retirement, termination or upon request of the department head. I understand that the use of the credit card for any purpose after its surrender is prohibited.
4. The credit limit of this card is \$_____.

I have read Hardin County's Credit Card Policy and procedures and accept them.

Employee

Date

**Hardin County
RETURN OF CREDIT CARD**

I HEREBY SURRENDER the credit card issued to me by Hardin County. I declare that all outstanding charges on the credit card are for official County business and will be paid through established procedures. In the event any outstanding charges are not for official County business or are not paid, I agree to reimburse the County for any such charges.

Employee

Date



HARDIN COUNTY

Courthouse

HARDIN COUNTY COURTHOUSE
1215 EDGINGTON AVE.
ELDORA, IA 50627

HARDIN COUNTY Employee Change of Status Report

FILED

AUG - 1 2019

HARDIN COUNTY AUDITOR

Please enter the following change(s) as of 8-1-2019
Date

Name: Camryn Grubic

Department: Conservation

Address: _____

Position: Nature Center Intern

City State Zip Code

Salary/Hourly Rate: \$10/Hr

Fund: 0001-22-6120-000-10108

Status: Full-time Permanent Part-time Temporary/Seasonal Part-time

Reason of Change:

- Hired
- Promotion
- Demotion
- Pay Increase
- Leave of Absence
- Resignation
- Retirement
- Layoff
- Discharge
- End of Seasonal Employment

Other: End of Seasonal Employment

Dates of Employment: _____ to _____ Last Day of Work 7-31-2019
From To (if applicable)

Beyond the last day of work, the following vacation time was (or will be paid): _____ to _____
From To

Authorized by: Wesley Wesin 8-1-2019
Elected Official or Department Head Date

Authorized by: _____
Board of Supervisors Date



HARDIN COUNTY

Courthouse

HARDIN COUNTY COURTHOUSE
1215 EDGINGTON AVE.
ELDORA, IA 50627

HARDIN COUNTY Employee Change of Status Report

Please enter the following change(s) as of 8/7/2019
Date

Name: Marti Ferneau

Department: Secondary Roads

Address: _____

Position: Office Manager

City State Zip Code

Salary/Hourly Rate: \$18.50/hr

Fund: _____

Status: Full-time Permanent Part-time Temporary/Seasonal Part-time

Reason of Change:

- Hired Resignation
- Promotion Retirement
- Demotion Layoff
- Pay Increase Discharge
- Leave of Absence _____
Dates

Other: Raise 50 cents per hour after 6 month probation period

Dates of Employment: 8/7/2019 to _____
From To

Last Day of Work _____
(if applicable)

Beyond the last day of work, the following vacation time was (or will be paid): _____ to _____
From To

Authorized by: _____
Elected Official or Department Head

_____ Date

Authorized by: _____
Board of Supervisors

_____ Date



HARDIN COUNTY

Courthouse

HARDIN COUNTY COURTHOUSE
1215 EDGINGTON AVE.
ELDORA, IA 50627

FILED

AUG - 5 2019

HARDIN COUNTY Employee Change of Status Report

HARDIN COUNTY AUDITOR

Please enter the following change(s) as of 08/17/2019
Date

Name: ERIN RIEDINGER

Department: COMMUNICATIONS

Address: _____

Position: DISPATCH

Fund: 0001-05-1040-000-10006

Salary/Hourly Rate: 16.76

Weekly Scheduled Hours: _____

This position is: Exempt Non-Exempt

Status: Full-time Permanent Part-time Temporary/Seasonal Part-time

Reason of Change:

- Hired
- Promotion
- Demotion
- Pay Increase
- Leave of Absence _____
Dates
- Resignation
- Retirement
- Layoff
- Discharge

Other: PROMOTED FROM PART TIME STATUS TO FULL TIME STATUS STARTING ON 8/17/19 WITH HOURLY RATE
BEGINNING AT \$16.76

Dates of Employment: _____ to _____
From To

Last Day of Work _____
(if applicable)

Beyond the last day of work, the following vacation time was (or will be paid): _____ to _____
From To

Authorized by: *William Wilay*
Elected Official or Department Head

_____ Date

Authorized by: _____
Board of Supervisors

_____ Date



HARDIN COUNTY

Courthouse

HARDIN COUNTY COURTHOUSE
1215 EDGINGTON AVE.
ELDORA, IA 50627

HARDIN COUNTY Employee Change of Status Report

FILED

AUG - 5 2019

HARDIN COUNTY AUDITOR

Please enter the following change(s) as of 08/05/2019
Date

Name: AMY ROBB

Department: COMMUNICATION

Address: _____

Position: DISPATCH

Fund: 0001-05-1040-000-10112

Salary/Hourly Rate: 15.00

Weekly Scheduled Hours: _____

This position is: Exempt Non-Exempt

Status: Full-time Permanent Part-time Temporary/Seasonal Part-time

Reason of Change:

- Hired
- Promotion
- Demotion
- Pay Increase
- Leave of Absence
- Resignation
- Retirement
- Layoff
- Discharge

Dates

Other: NEW HIRE STARTING AT \$15.00/HR

Dates of Employment: _____ to _____
From To

Last Day of Work _____
(if applicable)

Beyond the last day of work, the following vacation time was (or will be paid): _____ to _____
From To

Authorized by: Kathleen [Signature]
Elected Official or Department Head

Date

Authorized by: _____
Board of Supervisors

Date



HARDIN COUNTY

Courthouse

HARDIN COUNTY COURTHOUSE
1215 EDGINGTON AVE.
ELDORA, IA 50627

HARDIN COUNTY Employee Change of Status Report

FILED

AUG - 5 2019

Please enter the following change(s) as of 08/03/2019
Date

HARDIN COUNTY

Name: McKenzie Burton

Department: COMMUNICATIONS

Address: _____

Position: DISPATCH

Fund: 0001-05-1040-000-10112

Salary/Hourly Rate: 15.00

Weekly Scheduled Hours: _____

This position is: Exempt Non-Exempt

Status: Full-time Permanent Part-time Temporary/Seasonal Part-time

Reason of Change:

- Hired
- Promotion
- Demotion
- Pay Increase
- Leave of Absence _____
Dates
- Resignation
- Retirement
- Layoff
- Discharge

Other: STARTED 8/3/19 \$15/HR

Dates of Employment: _____ to _____
From To

Last Day of Work _____
(if applicable)

Beyond the last day of work, the following vacation time was (or will be paid): _____ to _____
From To

Authorized by: [Signature]
Elected Official or Department Head

8/3/19
Date

Authorized by: _____
Board of Supervisors

_____ Date


HARDIN COUNTY'S POLICY

FOR PUBLIC COMMENT


1. The "Public Comments" section of the agenda is your opportunity to address items not on the agenda. A speaker may speak to one (1) issue per meeting for a maximum of three (3) minutes. Official action cannot be taken by the Board at that time, but may be placed on a future agenda or referred to the appropriate department. Keep items germane and refrain from personal or slanderous remarks.
2. The public may address any item on the agenda after recognition by the Chair. State your name, address, and group affiliation (if appropriate). You may speak one (1) time for a maximum of three (3) minutes.

Adopted this 1st day of July, 2009.

HARDIN COUNTY BOARD OF SUPERVISORS


Jim Johnson, Chair


Erv Miller, Member


Ed Bear, Member