



WARREN COUNTY  
ENGINEER  
COMMUNITIES OF CHOICE

**BOS Special Meeting – December 11, 2018:**

80<sup>th</sup> Avenue is classified as a Farm-to-Market road on the Warren County Secondary Roads System out of the 311 miles of Farm-to-Market roads within the county. Construction on the original 80<sup>th</sup> Avenue, between North Avenue and Beardsley Street, consisted of two stages. The grading work was completed in 2007 and paving at the end of 2008. In 2008, between North Avenue and Carpenter Street, the county provided a 2-inch asphalt overlay on top of the existing asphalt pavement which was then overlaid again by the City of Norwalk in the summer of 2017. Between Carpenter and Beardsley Street, the county provided a 6-inch asphalt pavement. Today, the existing asphalt pavement section between North Avenue and Carpenter Street is approximately 10 inches thick and Carpenter to Beardsley Street ranges from 4 to 8 inches thick.

The county started full-depth base and asphalt repairs on 80<sup>th</sup> Avenue in calendar years 2014, 2015, and 2016. In addition to the full-depth patching work, the roadway has been patched with “cold mix” on numerous occasions. By Spring 2018, after the winter season, we assessed the pavement again for continued patching work. On April 12, 2018 the City Administrator, Public Works Director, and Warren County were notified by the County Engineer that the road was “past the point of no return,” and we would be discussing this on April 17<sup>th</sup>. Subsequently, the county met with the City of Norwalk on the morning of April 17<sup>th</sup>. The option on the table was to mill up the existing pavement, reincorporate the material back on the roadway, and apply additional roadstone treated with calcium-chloride to temporary stabilize the road and minimize dust. Upon further discussions with the city and public, this option was taken off the table. On June 6, 2018, based on action taken by the Board of Supervisors, the County Engineer notified the City Administrator to proceed with patching on 80<sup>th</sup> Avenue with the 50/50 split at the cost of \$130,000 quoted by the city. In addition, the County Engineer stated that, with FM funding source, we could move the project up as soon as FY 2020. On June 7<sup>th</sup>, the City Administrator notified the county that the city would work towards a 28E to fund 50% of the patching with the caveat that the county must reconstruct the road in 3-5 years. If the road is not constructed in the 3-5 year timeframe, the 50% match would need to be paid back to the city. Furthermore, it was stated that the city would be willing to pursue either annexation or transfer of jurisdiction of the roadway. The County Engineer reiterated the need for full reconstruction within a 1-2 year period. On June 15, 2018, the City Administrator asked the County Engineer if there was action to accept the 50% match for the patching project. One hour later the County Engineer informed the City Administrator of the board action to move forward with the patching project at the 50% match proposed originally proposed by Norwalk. Also, within that correspondence, the City Administrator was informed that Warren County has began design of the roadway to be programmed in FY 2020 and initial talk of funding for that project began. On June 19<sup>th</sup>, two days prior to the council meeting, the City Administrator proposed that patching may not be the best option if we plan to reconstruct the road in FY 2020. The city stated that continued county spot maintenance may be the best answer to nurse along the road for 12-18 months. On June 22, 2018 the county was informed by the City Administrator that there was no need to expend the \$130,000 for patching. At this point, discussions involving a joint patching project were stalled.

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On November 28, 2018 the County Engineer assessed the condition of the pavement again after the initial snowfall. County forces were immediately ordered to “cold patch” the roadway surface again and prepare for winter concrete patching. Part of the assessment included the temporary dead-end option to force only local traffic on the road as a last resort.

This option was brought to the Warren County Board of Supervisor’s attention at the next public meeting held on December 4, 2018, and here we are today.

We will initially attempt to control traffic on 80<sup>th</sup> Avenue with appropriate signage for county patching. When county patching commences sometime around mid-January or after, the road will be closed to through traffic (local traffic only) for approximately 2-3 weeks. We are asking for action from the Board of Supervisor, today, to temporarily reduce the speed to 25 MPH during county patching operations. Once the patching work is completed, we will reassess the condition of the road to determine the appropriate speed limit moving forward. It is not our desire to spend hundreds of thousands of dollars on a road that will start construction in approximately 18 months.

Temporarily keeping the road open to local traffic only will always be an option on the table moving forward until the road is paved, since it will create safer conditions on the roadway for local traffic, safer conditions for routine maintenance with county workers, and slow the rate of deterioration until paving.

List of Previous County Projects Completed:

- Two Bridges; Beardsley St. and 50th Ave
- Large Box Culvert, Medium Box Culvert and Concrete Roadway Pipe on Coolidge Street/Wright Road
- Paved Beardsley St. from Hwy. 28 to 50th Ave.
- Paved G14 Hwy. from Hwy. 28 to 10th Ave.
- Paved G14 Hwy. from E. 17th St. to R63 Hwy.
- Paved Coolidge St.
- Paved 80th Ave. From G14 Hwy. to Beardsley St.
- Paved 50th Ave. From G14 Hwy. to Dakota St.
- TOPO Surveyed 50th Ave. From G14 Hwy to Adams St.
- Paved R45 Hwy From G14 Hwy. to Adams St.

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