

Supervisors' Minute Book, No. 7, Shelby County, Iowa.

Session, 1913

Harlan, Iowa, June 9, 1913

The Board of Supervisors met this day as per adjournment.

The minutes of the previous session were read and approved.

The Board then began the settlement with the County Treasurer, and continued same until noon when they adjourned to 1:30 P. M.

The Board met at 1:30 P. M. as per adjournment and continued the settlement with the Treasurer.

On motion the bond of W. H. Brown as Justice of the Peace in Shelby Township in the sum of \$500.00 was approved by the Board.

The settlement with the Treasurer was resumed and was continued until five o'clock, when on motion the Board adjourned to 8:30 A. M. June 10, 1913.

June 10, 1913.

The Board of Supervisors met this day at 8:30 A. M. as per adjournment and continued the settlement with the Treasurer.

The Board completed the settlement with the County Treasurer, Geo. H. Miller, and found that he had in his possession \$96,030.20, which the said Geo. H. Miller produced in cash and certificates of deposit to the satisfaction of the Board.

(See Treasurer's Semi-Annual settlement Sheet on file.)

The Board then began the auditing of claims and on completing same they adjourned subject to the call of the County Auditor. (For Claims see Claim Register No. 7.)

Attest

F. A. Schell
County Auditor

Arthur P. Ryan
Chairman Board of Supervisors.

Supervisors' Minute Book, No. 7, Shelby County, Iowa.

Session, 191

ACRES, BLACKMAR & CO. BURLINGTON - 3525



Supervisors' Minute Book, No. 7, Shelby County, Iowa.

Session, 191

OFFICIAL PROCEEDINGS BETWEEN THE BOARD OF SUPERVISORS AND STATE HIGHWAY COMMISSION
RELATIVE TO THE CONSTRUCTION OF BRIDGES AND CULVERTS IN SHELBY COUNTY, IOWA, FOR THE
YEAR 1913, AND ALSO WITH REFERENCE TO EMERGENCY BRIDGE CONSTRUCTION FOR BRIDGES TAKEN
BY FLOODS EARLY IN MAY, 1913.

Emergency Work.

During the fore part of the month of May, 1913, many bridges were taken out by high water in Shelby County, and especially was this true in the West District, which is composed of Union, Grove, Washington, Westphalia, Lincoln and Cass Townships, and as soon as it became known that quite a number of bridges had been destroyed or damaged the County Auditor was instructed to wire the State Highway Commission at Ames, Iowa, for instructions and advice. The Commission sent Mr. F. R. White, one of the field Engineers of the Commission to Shelby County to determine what should be done. Mr. White went over the field accompanied by the Board of Supervisors and Mr. Lana, of the Lana Construction Company, who had the contract for the construction of bridges in Shelby County for the year 1913. After a thorough investigation of conditions Mr. White made the following report to the Board of Supervisors of Shelby County, Iowa:- Harlan, Iowa, May 30, 1913

To the Board of Supervisors of Shelby County, Iowa.

Gentlemen:--About the middle of May you had very heavy rains in Shelby County which produced flood conditions in many of the streams, and destroyed or seriously damaged a great many bridges and culverts. The greatest damage was in Washington, Westphalia, and Jefferson Townships, although some of the other townships suffered heavy losses.

The writers of the new road law anticipated that just such cases as this one would arise and in Sec. 11, they provided that work of "immediate necessity" may be classified as repair work and constructed as such. The Highway Commission has adopted the rule that "work of immediate necessity which involves an expenditure of over \$300.00 must first be certified to by an engineer of the State Highway Commission after he has made a personal investigation of the proposed work."

I hereby certify that I have made a personal examination of the bridges enumerated in the attached list, and that the condition of each bridge is as set forth in the statements concerning it. Any of these structures which the Board may decide to replace with permanent structures of concrete or concrete and steel, which will cost \$300.00, the Board should provide a temporary crossing for the immediate convenience of the public, and then pass the resolution of necessity as provided in Section 13 of the new road law. Any of these bridges which the Board may wish to rebuild with wood, you may proceed immediately without passing the "resolution of necessity" even if the cost does exceed \$300.00. There is no doubt of the work being immediately necessary.

In the construction of bridges in Shelby County this year, the work should be given to the Lana Construction Company, as they have a blanket contract with you, which was entered into before any one knew what would be the provisions of the new road law. The plans for each bridge should be prepared by your County Engineer and filed in the Auditor's office. The price for each bridge should be determined from the schedule of prices enumerated in the blanket contract. When you decide to build a new bridge or bridges, you should enter into a supplementary agreement covering the specific amount of work to be done.

The cause for the destruction of the bridges outlined in the attached list are not hard to find. The topography of the county is such that even an average amount of rainfall converts the streams into regular torrents. The water rushes from the hills, sweeping before it an enormous amount of corstalks, brush and other debris which soon clogs the openings to bridges and culverts and thus aids the work of destruction.

In view of the above conditions I would urge very strongly that the Board adopt the policy of using only the very best and most permanent forms of constructions for new bridges built on the county roads. Culverts on the county roads should be of concrete or other permanent material and should have substantial wingwalls or bulkheads. The larger bridges should be built of concrete or of steel superstructure with concrete floors and abutments.

If this policy is adopted the county will soon have a network of highways on which the bridges will not be carried away by the freshets, and this system of highways would always be passable so that the people could always get from one part of the county to the other.

Respectfully submitted.
F. R. White, Field Engineer, Iowa Highway Commission.

Attached to the foregoing certificate is a list of bridges which are classified as emergency work, as follows:-

Between Sec. 11 and 14 Westphalia Twp. bridge 64 ft. long; cost \$356.63 ✓
On N. line Sec 13, Westphalia Twp. bridge 84 ft. long; cost \$561.96 ✓
On East side Sec 24, Westphalia Twp., bridge 68 ft. long; cost \$456.84 ✓
Between Sec. 13 and 24, Westphalia Twp., bridge 76 ft. long; cost \$511.11 ✓
At SW corner of Sec 20, Washington Twp., bridge 66 ft. long; cost \$453.77 ✓
In Sec. 35 Washington Twp., bridge 90 ft. Long; cost \$488.44 ✓
On West line Sec 7 Washington Twp., bridge 74 ft. long; cost \$ 501.69.
On North side Sec 1, Washington Twp. bridge 68 ft. long; cost \$452.38 ✓
Bet. Sec 1 Washington & Sec. 36 Grove Twp., bridge 70 ft. long; cost \$479.35 ✓
Bet. Secs. 25 & 26 Grove Twp. bridge 52 ft. long; cost \$353.27 ✓
In Sec 29, Grove Twp., bridge 80 ft. long; cost \$554.35 ✓
Bet Secs. 19 & 20 Grove Twp., bridge 62 ft; cost \$423.65 ✓

Supervisors' Minute Book, No. 7, Shelby County, Iowa.

Session, 191

ACRES, BLACKMAR & CO. BURLINGTON - 32825

Between Secs 11 and 12 Grove Twp. bridge 64 ft. long; cost \$396.81 ✓
 Between Secs. 16 and 21 Cass Twp., bridge 66 ft. long; cost \$442.85 ✓
 On North line Sec 3 Jefferson Twp., bridge 58 ft. long; cost \$384.67 ✓
 Between Secs 3 & 4 Jefferson Township, bridge 58 ft. long; cost \$360.22 ✓

Following the advice of the State Highway Commission the Board Passed the following Resolution:--

RESOLUTION.

Be it resolved by the Board of Supervisors of Shelby County, Iowa, that in order to provide for the safety and convenience of the public, it was deemed necessary and advisable to proceed with the construction of the bridges enumerated in the Highway Commissioners' report of May 30, 1913, and costing over \$300.00, as Emergency Work, as set forth in said report, a copy of which is attached hereto, and since there is in existence between Shelby County and the Lana Construction Company a yearly or blanket contract, which was entered into on the 28th day of December, 1912.

Be it further resolved by the Board of Supervisors of Shelby County, Iowa, that the Lana Construction Company is hereby ordered to construct the bridges enumerated in the list attached hereto, and at the prices as stipulated in said list, which prices are made up from the schedule of prices stipulated in said blanket contract. Said bridges to be constructed in accordance with the plans attached hereto.

Attest E. A. Schell, County Auditor

(Signed) Shelby County, Iowa.

By Arthur Pryor, Chairman Board of Supervisors.

We, the Lana Construction Company, hereby accept the above order for bridges as set forth in the above resolution.

Lana Consttution Company,
 By W. M. Lana.

Harlan, Iowa, July 2, 1913.

On this date the Board of Supervisors passed the following resolution of necessity:--

RESOLUTION OF NECESSITY.

Be it resolved, By the Board of Supervisors of Shelby County, Iowa, that it is deemed advisable and necessary to construct the following described bridges and culverts:
 Date July 2, 1913 Resolution No. 1

Bridge No.	Description of Location	Material	Width of roadway	Depth of Fill	Length of span	Dr'ge area	Est. of Cost
	Bet. Sec 7 & 8 Grove Twp, near E $\frac{1}{2}$ cor Sec 7	Wood	15'6"	0	62'	200	\$550.00 ✓
	In Sec 31 Washington Twp. 600' E of Shelby-Harrison County line. West of B. Nash Farm	wood	15'6"	0	46'	160	380.00 ✓
	Bet Sec 25 & 26 Cass Twp; 300' N of W $\frac{1}{4}$ cor of Sec 25	wood	15'6"	0	64'	6000	530.00 ✓
	Bet. Sec 27 and 28 Polk Twp. 1000' S. of NW cor Sec 27	wood	15'6"	0	82'	20000	660.00
	Bet Sec 8 & 9 Greeley Twp. 1000' N of SW cor Sec 9	wood	15'6"	0	48'	300	380.00 ✓
	Bet Sec 9 & 16 Greeley Twp. near N $\frac{1}{4}$ cor Sec 16	wood	15'6"	0	48'	800	380.00
	Bet Sec 25 Union Twp & Sec 30 Greeley Twp. 1000' S of NW cor Sec 30	wood	15'6"	0	56'	2500	450.00
	Bet Sec 23 & 26 Washington Twp near S $\frac{1}{4}$ cor Sec 23	Steel	16'0"	0	70'	4500	3700.00
	Bet Sec 16 & 21 Cass Twp. 2nd bridge E of Railroad	Steel	16'0"	0	70'	2000	3000.00
	Bet Sec 3 & 10 Jefferson Twp 400' E of NW cor Sec 10	steel	16'0"	0	70'	----	3000.00
	Bet Sec 27 & 34 Shelby Twp. 1000' W of SE cor Sec 27	steel	16'0"	0	70'	50,000	3000.00 ✓
	Bet Sec 14 & 23 Union Twp near SE cor Sec 14	concrete	20'0"	1'	4'x6'	----	400.00

(Abandoned Oct. 27-1913. See Resolution # 3,

Be it further resolved, That the Board of Supervisors will meet at 10 o'clock A. M. on the 15th day of July, 1913, at the office of the Board of Supervisors in the Shelby County Court House at Harlan, Iowa, for the purpose of considering objections to said proposed resolution, and that notice of said proposed resolution and of the passage of this resolution be published as provided by law.

That the Board of Supervisors will meet at 10 o'clock A. M. on the 15th day of July, A. D., 1913 at the Court House in Harlan, Iowa when it will hear protests, if any, against the construction of said bridges and culverts.

I, E. A. Schell, County Auditor, hereby certify that the foregoing Resolution of Necessity was adopted by the Board of Supervisors of Shelby County, Iowa, on the 2nd day of July, A. D., 1913.

E. A. Schell, County Auditor,
 Shelby County, Iowa.

Attest

E. A. Schell
 County Auditor

Arthur Pryor
 Chairman Board of Supervisors.