

**Special Commissioner Meeting – Public Hearing
January 27, 2016**

Meeting called to order by Commissioner Hancock at 7:00 PM. Commissioner Hancock excuses Chairman Raymond Those present are Commissioner Farnsworth, Commissioner Hancock (acting Chairman), HR/Emergency Management/Park & Rec. / Commissioner Assistant Rebecca Squires, Public Works Dave Walrath, Clerk Colleen Poole; Audrey Moon is clerk of the board.

Commissioners

- **Public Hearing on the Great Feeder Bridge**

Commissioner Hancock has a power point presentation to start this evening. Will go over the history of the Great Feeder structure. Then Colleen Poole will read those who have signed up to testify will go in favor, neutral and opposed. Will then close the public testimony portion of this meeting and answer any questions if any that have been brought forward.

Commissioner Hancock starts with some history the Great Feeder. Was originally built in 1895 with wood and stone. Had rebuilt this in 1915 with concrete. Commissioner Hancock goes over the cost of the structure at the time. In 1915 the original cost was \$8,610 and \$176 to tear out the old structure. Did a future value with 5% increase on this the structure today would cost \$1.2 million. Have done upgrades between 1965 and 1967. The headgates have been replaced around every 30 years.

Here are the chronological events regarding the Great Feeder Canal Bridge and Jefferson County:

2011 Feeder Board contacted and met with County Commissioner regarding replacement of headgate structure and the bridge. Question was raised if the county was interested in participating in a new bridge structure. The census was definite interest, but needed more information. On follow-up the county did a bridge count of vehicles using the bridge. Summer numbers were found to be much higher than winter. In January when the car count was performed 1,300 vehicles had used this bridge.

Summer 2015 Great Feeder Board contacted County Commissioner and stated they may start the replacement of the headgate structure this fall. Feeder Board was asked to provide information as soon as they had it (plans and schedule).

10-13-2015 Commissioner meeting where general discussion was addressed on possible participation with Great Feeder Canal bridge replacement.

11-17-2015 Issued public statement regarding County's position with the bridge.

11-23-2015 Commissioner meeting where public voiced their opinions regarding the bridge and comments from board members from the Great Feeder Canal.

11-2015 Received preliminary drawings of the bridge.

12-14-2015 Commissioner meeting where an actual visit was made to the Great Feeder Headgates and discussed with the board members their intent regarding the bridge and what they expect from the county.

12-21-2015 Commissioner meeting where the public again voiced their opinions regarding the bridge.

12-30-2015 Received new engineer stamped drawings.

12-31-2015 Special Commissioner meeting regarding participation in the bridge by the county.

1-11-2016 Commissioner Meeting where participation was discussed, authorization for Commissioner Hancock and Public Works Director Dave Walrath to work directly with the Great Feeder Board to reach an amiable solution. Numerous meeting and discussions transpired between Great Feeder Board and Commissioner Hancock and Director Walrath.

1-25-2016 Commissioner Meeting discussion in open meeting regarding participation and proposed motion was made by Commissioner Raymond. Great Feeder Board representatives were there and stated they felt this motion would work.

1-27-2016 Open meeting regarding the bridge at the Great Feeder Headgate

Have used plans from Sorenson Engineering. Commissioner Hancock goes over an estimate summary comparison between the County, Sorenson Engineering and the base line cost set by ITD.

Deck/ Barriers

	County	Sorenson Engineering	ITD
Retaining Walls/ Pier Walls	\$ 93,000.00	\$ 101,475.00	\$ 137,455.00
Footing/Foundation	\$ 77,000.00	\$ 73,500.00	\$ 59,000.00
Cutoff Walls	\$ 62,000.00	\$ 52,000.00	\$ 58,000.00
Earth Work	0	\$ 46,000.00	0
Engineering	0	\$ 18,000.00	\$ 12,000.00
	0	\$ 35,000.00	\$ 67,000.00
Total	\$ 232,000.00	\$ 325,975.00	\$ 333,455.00
With Engineering & Earth work	\$ 285,000.00		

Note: These costs do not included winter heating!

This is the proposed motion from the January 25 meeting by Chairman Raymond. "Jefferson County intends to participate in the construction of a bridge at the Great Feeder Headgate, including the bridge deck and support structure. The bridge must have construction plans stamped by an engineer and designed to HS-20 standards. The deck should be 16 feet wide, with 14 feet of drivable space. The County will contribute \$162,500 to the project as well as \$50,000 of in-kind work that will be determined by the Public Works Administrator, Contractor, and Engineer. In addition, the County will provide signage, barriers, and construct the north and south approaches. The Great Feeder Canal Company will provide a written easement, as well as a lease to the County for the life of the bridge. Each entity will pay its own legal fees, if any. Jefferson County will maintain the bridge portion of the structure and provide liability coverage for the public's use of the bridge."

Commissioner Hancock says participating in this will not increase taxes. These funds will come from the Commissioners' Contingency as well as Road & Bridge funds. Commissioner Hancock says to keep in mind that yes there is another way around but in an emergency situation may cause problems. Have had access for 100 years. This also helps maintain the river in this area. Need this for safety reasons. Commissioner Hancock wants to emphasize the legacy they are leaving behind. When looking at the costs they built this in 1895 people were opposed then as well. This structure was one of the smartest things that have ever been done. Over 1,000 people were in attendance when they first opened this headgate. Goes over pictures of the area being demolished, shows coffer dam that was put in and pictures that show the old structure which is now gone. Commissioner Hancock says the county has worked with the canal company and will be in charge of around 50% of the cost. Commissioner Farnsworth clarifies they are supporting 50% of cost of the bridge not the entire structure. Open up the public testimony section; Clerk Colleen Poole comes up to read the public sign in sheets into the record.

These individuals are in favor:

Val Bench – 14114 N 115 E Idaho Falls is in support does not wish to testify.

Gary and Peggy Denton – 14195 N 175 E Ririe is in support does not wish to testify. Did write comment. We need the road open so if we have to leave we have an alternate route to go.

Stan & Sharon Linville – 13339 N 175 E Ririe is in support does not wish to testify. Did write comment. We need an access road across the headgates. It is a closer route to Heise and Kelly Canyon. Also sometimes when we are having blizzards etc. it is the only access to Poplar.

Bobbi Bench – 14114 N 115 E Idaho Falls is in support does not wish to testify.

Jim Deuel – 394 N 4050 E is in support does not wish to testify. Did write a comment. In the interest of the safety of persons in the area a bridge is needed. Emergency response could be delayed without the bridge.

Robert Melendez – 5089 E 25 N is in support does wish to testify. Robert Melendez is glad to see the support here tonight. He had been the developer on the development above the headgate. Unless you live in the area you do not see the congestion that the big motor homes create they have to unhook their cars to turn around. They need this bridge very bad. Goes over all of his neighbors use this access. Robert has been down taking pictures of the process and they are advancing. Realize during the negotiations that not everyone will be in favor but feels he pays taxes for that reason wants them to go and get this done.

Catherine Carlson – 5048 E 34 N Ririe is in support does not wish to testify. Did write a comment. I believe access across the river is not only necessary for emergency vehicles to get through. It is also a right away for the public since it has been used for many years.

Darlene Bitsoi – 17861 E 143 N Ririe is in support does not wish to testify. Did write a comment. That this is a safety point it is our only way out when the roads are bad.

Lori Newton – 4624 E 267 N Rigby is in support does not wish to testify. Did write a comment. That the bridge is necessary for emergency purposes.

Doug & Donette Hogan – 6th N 5100 E Ririe are in support do not wish to testify. Did write a comment. This is for emergency, safety and other issues. The only access when old Ririe Highway blows shut. If blocked off trouble will arise at the fenced area.

Mike Adams – 13930 N 175 E Ririe is in support does wish to testify. Mike Adams says this is a safety issue he is in support. It would be nice if they did close this due to individuals driving too fast but they need this to be open for individuals who live in the area.

Jim Byington – 14097 N Byington Dr. Ririe is in support does not wish to testify.

Judy Byington – 14097 N Byington Dr. Ririe is in support does not wish to testify. Did write comment. I feel this access should remain open. Sometimes in the winter this is our only way to get home. It has been a public access for many years and should remain that way.

Todd Christensen – 5018 E 41 N Ririe is in support does not wish to testify. Did write comment. I strongly support the proposal. It's needed for safety, convenience, and recreation and is a vital part of our little community.

Kevin Hancock – 62 N 3600 E is in support does not need to testify. Did write comment. It is needed!

Brian Landon - 74 N 4850 E is in support does not wish to testify.

Tammy Lovell – 21 N 4850 E Rigby in support does not wish to testify.

These individuals are neutral:

Harold R. Jones with Enterprise Canal – 11020 N 95th E Idaho Falls is neutral and does wish to testify. Harold Jones is President of the Enterprise Canal Company wants to be included in these discussions because they have some of the same issues. They had rebuilt their bridge ten years ago. Feels their issues need to be addressed.

Mark Barrie - 501 Deon Lane Idaho Falls is neutral and does wish to testify. Mark is with the Farmer Friend Canal. Similar with Harold Jones they have been left out of this conversation. Mark is leaning more toward the negative now since he has listened tonight. His concerns need addressed. They have to cross the Farmer's Friend Canal to reach the Great Feeder Canal. Has questions similar to the Enterprise if this structure is made is afraid their bridge is not built to any set standards and is concerned with more cars that will be coming through if this bridge is created. Discuss right-of-ways not sure how this law works exactly could create a right-of-way issue going across their bridge. Wants them to realize there is more than just the Great Feeder Canal and is disappointed that the Farmers Friend Canal has been left out of dialogue.

These individuals are opposed:

Julie Anglesey – 77 N 5050 E Ririe is opposed does wish to testify. Julie reiterates she is manager at Mountain River Ranch has dealt with a lot of issues over the years she lives on this road. Are the largest landowners with the canal company. Julie brings up they have had bad accidents due to cutting across this in a hurry going to Heise. Have had multiple accidents and trouble with loitering. A lot of negative things. In 2001 went to county to lower the speed limit from 50 mph. Have gotten it lowered to 30 mph but still feel this may be too fast. Their business has wagons crossing the road. Most guests come in the other direction. Guests do not impact this road but there are pedestrians and wagons crossing frequently. Have had poaching incidents in the area. Feels if this stays closed there is nowhere for individuals to go versus a dead end and they have to come back around. This is helpful especially if they are doing something wrong. Feels the emergency vehicles can go around it is only 1.9 miles. This is used as a short cut not sure this is the best use to spend tax money. Feels if they are going to support this project then when the supplemental levies for schools come up she believes the community better also support those if they support this that only covers a small section of the county.

Public hearing testimony section is closed.

Commissioner Hancock appreciates everyone that has come out tonight to testify. They as commissioners will be speaking to both the Enterprise Canal and the Farmer's Friend Canal. Commissioner Hancock asks for any questions. Ask about the roadway would they get an easement through this property. Yes will get an agreement on the bridge there have been a prescriptive easement already. Mike Adams mentions it is 3.9 miles from his house to go around. To go to Heise he has to drive 22 minutes out of the way to go around. This is creates a big inconvenience. Bruce Grover points out those motor homes still may not fit across this structure may still need to have to turn around area and signage. Commissioner Hancock says the deck will be 14 feet wide to drive on with barriers on each side making this 16 feet. Discussion held on motor homes not being able to turn around. Mr. Landon mentions may want to put a sign back where they can turn around before they get too far in. Todd Christenson expresses he is glad they have taken in their concerns. Appreciates that they are leaning towards keeping this access. Robert Melendez mentions they moved this road and had to have easements for this to be on their property. Does not feel it should be hard to get easements across this structure. Commissioner Farnsworth says they have weighed this back and forth thinks this is a good investment just for the safety concerns. Goes over that this is worth the money to help keep someone out of the headgates and allows emergency responders to get to the

area faster. This is worthwhile right now during the remodel will make this cheaper. Will look at the speed and try to lower this. Will address the Farmer's Friend and the Enterprise Canal. The commissioners are on board and believe this will be a worthwhile investment. Public Works Dave Walrath goes over the speed issue it is a double edge sword the smoother the road the faster they will go. Is this necessary for the county probably not but this is historical area and gets a lot of use. Dave worked water resources his first experience was in 1997 a lot of wear put on this structure then. Worthwhile from a sportsman perspective and for the folks in Byington. Have been making an effort to make sure that 50 N is plowed out does not want to mess with old Ririe Highway. Understands the concerns on the access for these individuals. Commissioner Hancock appreciates all of the public comments.

Commissioner Hancock adjourns the public hearing.

Chairman of the Board

Clerk of the Board

County Clerk