

# Starke County Highway Department

## Monthly Report – August 2016

In July we were very busy with our normal July duties; Paving, wedging, brush cutting, culvert replacements, mowing etc..

### CURRENT BRIDGE REPLACEMENTS

**County Bridge #78 (250W, .5 miles S of Toto Rd.)** The bid opening for this bridge replacement took place on July 18<sup>th</sup>, 2016

**County Bridge #96 (900S, .5 miles w of US421)** The plans are complete but we may

**County Bridge #50(CR1150E, .9 miles S of SR10).** The bid opening for this bridge replacement will be on September 6<sup>th</sup>.

**County Bridge #46 (900E, .9 miles S of SR10)** The bid opening for this bridge is contingent upon the award of matching funding. The design is complete

**County Bridge #47(CR625S, just W of 875E)** The bid opening for this bridge is contingent upon the award of matching funding. The design is complete

### CURRENT ROAD IMPROVEMENT

We paved and wedges over ten miles of County roadway in or first round of paving (June and July). The asphalt for round two was made in July and should be ready to use by the second week of August. We will pave/wedge an additional ten miles during round two. We will also chip seal approximately 20 miles of roadway this month. We will begin making the asphalt for round three by the last week of August. The amount we make will depend upon weather and the amount of any matching grant we receive.

LOADS	DATE	TIME	GALLON S	OIL COST	MATERIAL COST	TOTAL COST	TONS PRODUCE D	Vendor	TYPE
1	25-Apr-16	10:55AM	6079.04	\$9,726.46	\$2,934.81	\$12,661.27	411.58	Bit-Mat	AE-200/11
2	29-Apr-16	6:37AM	5650.3	\$9,040.48	\$2,730.22	\$11,770.70	382.55	Bit-Mat	AE-200/11
3	29-Apr-16	10:47AM	5810.78	\$9,297.25	\$2,897.76	\$12,195.01	393.42	Bit-Mat	AE-200/11
4	29-Apr-16	11:30AM	5966.47	\$9,546.35	\$2,882.99	\$12,429.34	403.96	Bit-Mat	AE-200/11
5	2-May-16	5:30AM	5971.26	\$9,554.05	\$2,885.32	\$12,439.37	406.21	Bit-Mat	AE-200/11
6	4-May-16	5:06AM	5801.2	\$9,281.92	\$2,803.13	\$12,085.05	394.64	Bit-Mat	AE-200/11
7	5-May-16	5:21AM	5789	\$9,262.40	\$2,797.24	\$12,059.64	391.94	Bit-Mat	AE-200/11
8	5-May-16	6:47AM	5767	\$9,227.20	\$2,786.61	\$12,013.81	390.45	Bit-Mat	AE-200/11
9	5-May-16	8:53AM	5817.96	\$9,308.74	\$2,811.23	\$12,119.97	393.9	Bit-Mat	AE-200/11
10	5-May-16	10:11AM	5719	\$9,150.40	\$2,763.42	\$11,913.82	387.2	Bit-Mat	AE-200/11
11	6-May-16	5:25AM	5755.68	\$9,209.09	\$2,781.14	\$11,990.23	389.69	Bit-Mat	AE-200/11
12	6-May-16	7:30AM	5931.71	\$9,490.74	\$2,866.20	\$12,356.94	401.61	Bit-Mat	AE-150/11
13	6-May-16	9:30AM	5785.37	\$9,256.59	\$2,795.49	\$12,052.08	391.7	Bit-Mat	AE-150/11
14	6-May-16	10:57AM	5746.34	\$9,194.14	\$2,776.63	\$11,970.77	389.05	Bit-Mat	AE-150/11
15	18-May-16	5:27AM	5748.5	\$9,197.60	\$2,768.62	\$11,966.22	389.2	Bit-Mat	AE-200/11
16	18-May-16	6:20AM	6002.4	\$9,603.84	\$2,900.36	\$12,504.20	406.39	Bit-Mat	AE-200/11
17	18-May-16	8:37AM	5705.39	\$9,128.63	\$2,756.85	\$11,885.48	386.28	Bit-Mat	AE-200/11

18	18-May-16	9:55AM	6028.74	\$9,645.98	\$2,913.08	\$12,559.06	408.17	Bit-Mat	AE-200/11
19	19-May-16	5:31AM	5700.6	\$9,120.96	\$2,736.29	\$11,857.25	385.96	Bit-Mat	AE-200/11
20	19-May-16	6:30AM	6122.16	\$9,795.46	\$2,899.64	\$12,695.10	414.5	Bit-Mat	AE-200/11
21	19-May-16	8:40AM	5667.07	\$9,067.31	\$2,720.19	\$11,787.50	383.69	Bit-Mat	AE-200/11
22	19-May-16	10:00AM	6050.3	\$9,680.48	\$2,904.34	\$12,584.62	409.63	Bit-Mat	AE-200/11
23	18-Jul-16	5:05 AM	5724.55	\$9,159.28	\$2,747.78	\$11,907.06	387.58	Bit-Mat	AE-200/11
24	18-Jul-16	6:42AM	5667.07	\$9,067.31	\$2,720.19	\$11,787.50	383.69	Bit-Mat	AE-200/11
25	18-Jul-16	9:35AM	5741.32	\$9,186.11	\$2,755.83	\$11,941.94	388.71	Bit-Mat	AE-200/11
26	18-Jul-16	11:07AM	5782.04	\$9,251.26	\$2,775.38	\$12,026.64	391.47	Bit-Mat	AE-200/11
27	19-Jul-16	5:30AM	5867.01	\$9,387.22	\$2,816.17	\$12,203.39	397.25	Bit-Mat	AE-200/11
28	19-Jul-16	7:40AM	5475.45	\$8,760.72	\$2,628.22	\$11,388.94	370.71	Bit-Mat	AE-200/11
29	19-Jul-16	9:25AM	5992.81	\$9,588.50	\$2,876.55	\$12,465.05	405.74	Bit-Mat	AE-200/11
30	19-Jul-16	12:00PM	6011.98	\$9,619.17	\$2,883.15	\$12,502.32	407.04	Bit-Mat	AE-200/11
31	20-Jul-16	5:54AM	5796.41	\$9,274.56	\$2,784.06	\$12,058.62	392.44	Bit-Mat	AE-200/11
32	20-Jul-16	7:45AM	5786.83	\$9,258.93	\$2,777.58	\$12,036.61	391.8	Bit-Mat	AE-200/11
33	20-Jul-16	10:00AM	6016.77	\$9,626.83	\$2,888.18	\$12,515.01	407.36	Bit-Mat	AE-200/11
34	20-Jul-16	11:29AM	5892.22	\$9,427.55	\$2,828.27	\$12,255.82	398.93	Bit-Mat	AE-200/11
35	21-Jul-16	4:30AM	6198.8	\$9,918.08	\$2,975.42	\$12,893.50	419.89	Bit-Mat	AE-200/11
36	21-Jul-16	5:40AM	5932.93	\$9,492.69	\$2,838.81	\$12,301.50	401.69	Bit-Mat	AE-200/11
37	21-Jul-16	7:00AM	5734.13	\$9,174.61	\$2,752.38	\$11,926.99	388.23	Bit-Mat	AE-200/11
38	21-Jul-16	9:30AM	5834.73	\$9,335.57	\$2,800.67	\$12,136.24	395.04	Bit-Mat	AE-200/11
39	22-Jul-16	5:50AM	5887.63	\$9,420.21	\$2,826.06	\$12,246.27	398.62	Bit-Mat	AE-200/11
40	22-Jul-16	7:37AM	5983.23	\$9,573.17	\$2,871.95	\$12,445.12	405.09	Bit-Mat	AE-200/11
41	22-Jul-16	9:30Am	5904.19	\$9,446.70	\$2,834.02	\$12,280.71	399.74	Bit-Mat	AE-200/11
43									
TOTAL			239846.4	\$383,754.54	\$115,492.23	\$499,216.66	16242.74		

## **HIGHWAY FUNDING UPDATE**

### **HB1001 and SB57**

#### **2016 matching fund applications:**

The required Road and Bridge asset management have been submitted and approved. We have applied for these matching funds

STARKE COUNTY BAM REPORT													
Bridge Number	NBI #	Deck (Rating)	Super-structure (Rating)	Paint System (Rating)	Substructure (Rating)	Channel (Rating)	Culvert (Rating)	Sufficiency Rating	Structurally Deficient	Functionally Obsolete	Work Type	Planned Repair Year	Estimated Cost
1	75-00001B	8	8	n/a	8	8	N	89.00	N	N	None	None	None
3	75-00003	7	7	n/a	7	7	N	98.90	N	N	None	None	None

5	75-00005	N	N	n/a	N	6	6	96.90	N	N	None	None	None
7	75-00007	3	3	n/a	4	5	N	35.20	Y	N	REPLACEMENT	2021	\$1,200,000.00
9B	75-00009 B	7	7	n/a	8	8	N	94.50	N	N	None	None	None
10	75-00010	7	7	n/a	6	6	N	75.10	N	N	None	None	None
13	75-00013	5	5	n/a	5	6	N	61.60	N	N	REPLACEMENT	2018	\$350,000.00
14	75-00014	7	7	n/a	7	7	N	87.60	N	N	None	None	None
15	75-00015	N	N	n/a	N	6	7	95.90	N	N	None	None	None
17	75-00017	6	6	n/a	6	6	N	89.10	N	N	None	None	None
22	75-00022	7	7	n/a	7	7	N	85.90	N	N	None	None	None
23	75-00023	6	5	n/a	5	7	N	66.20	N	N	None	None	None
25	75-00025	7	7	n/a	7	7	N	98.80	N	N	None	None	None
27	75-00027	5	5	n/a	5	7	N	70.90	N	N	REPLACEMENT	2022	\$2,500,000.00
28	75-00028	7	7	n/a	7	7	N	94.40	N	N	None	None	None
31B	75-00031 B	8	8	n/a	8	8	N	84.40	N	N	None	None	None
35	75-00035	N	N	n/a	N	6	5	65.20	N	N	None	None	None
36	75-00036	4	4	n/a	4	6	N	26.90	Y	N	REPLACEMENT	2017	\$410,000.00
38	75-00038	5	5	n/a	5	6	N	61.00	N	N	None	None	None
39B	75-00039 B	7	7	n/a	7	6	N	99.00	N	N	None	None	None
42	75-00042	N	N	n/a	N	7	7	97.00	N	N	None	None	None
43B	75-00043 B	8	8	n/a	7	7	N	91.30	N	N	None	None	None
46	75-00046	4	4	n/a	3	6	N	39.70	Y	N	REPLACEMENT	2016	\$305,000.00
47	75-00047	5	5	n/a	4	6	N	41.60	Y	N	REPLACEMENT	2016	\$315,000.00
50	75-00050	3	3	n/a	3	6	N	26.70	Y	N	REPLACEMENT	2016	\$325,000.00
51B	75-00051 B	7	7	n/a	7	7	N	91.50	N	N	None	None	None
52	75-00052	6	6	n/a	6	7	N	81.30	N	N	None	None	None
55	75-00055	6	6	n/a	6	7	N	74.20	N	N	None	None	None
58	75-00058	5	5	n/a	4	6	N	35.90	Y	N	REPLACEMENT	2017	\$345,000.00
59	75-00059	N	N	n/a	N	5	4	62.90	Y	N	REPLACEMENT	2022	\$200,000.00
61	75-00061	N	N	n/a	N	7	7	97.00	N	N	None	None	None
62B	75-00062 B	7	7	n/a	8	8	N	87.90	N	N	None	None	None

63	75-00063	5	5	n/a	5	7	N	73.90	N	N	REHABILITATION	2020	\$175,000.00
64	75-00064	7	7	n/a	7	5	N	94.40	N	N	None	None	None
65	75-00065	7	7	n/a	7	7	N	99.00	N	N	None	None	None
66	75-00066	5	6	n/a	6	6	N	77.60	N	N	None	None	None
68	75-00068	7	7	n/a	7	6	N	94.30	N	N	None	None	None
70B	75-00070 B	9	9	n/a	8	8	N	89.00	N	N	None	None	None
71	75-00071 B	9	9	n/a	9	9	N	94.10	N	N	None	None	None
78	75-00078	4	4	n/a	5	5	N	40.00	Y	N	REPLACEMENT	2016	\$282,000.00
79B	75-00079 B	8	8	n/a	8	7	N	96.00	N	N	None	None	None
83	75-00083	7	7	n/a	6	6	N	81.10	N	N	None	None	None
86B	75-00086 B	8	8	n/a	8	7	N	77.90	N	N	None	None	None
88	75-00088	N	N	n/a	N	6	6	89.80	N	N	None	None	None
89	75-00089	6	6	n/a	7	6	N	85.60	N	N	None	None	None
92	75-00092	6	6	n/a	7	6	N	93.00	N	N	None	None	None
96	75-00096	4	4	n/a	3	5	N	23.00	Y	N	REPLACEMENT	2016	\$75,000.00
115	75-00115	7	7	n/a	8	6	N	100.00	N	N	None	None	None
117	75-00117	6	6	n/a	5	6	N	66.00	N	N	None	None	None
125	75-00125	7	7	n/a	7	7	N	88.30	N	N	None	None	None
126	75-00126	6	7	n/a	7	6	N	96.00	N	N	None	None	None
137	75-00137	5	5	n/a	4	6	N	51.80	Y	N	REHABILITATION	2018	\$100,000.00
140	75-00140	5	5	n/a	5	5	N	66.90	N	N	REPLACEMENT	2019	\$325,000.00
146	75-00146	6	7	n/a	6	6	N	97.00	N	N	None	None	None
151	75-00151	6	7	n/a	6	5	N	82.90	N	N	None	None	None
154	75-00154	5	5	n/a	6	6	N	60.20	N	N	REPLACEMENT	2019	\$300,000.00
156B	75-00156 B	7	8	n/a	8	7	N	88.90	N	N	None	None	None
157	75-00157	6	6	n/a	6	6	N	74.10	N	N	None	None	None

## BRIDGES

- 1) Replacement of County Bridge #46 (900E, .9 miles S of SR10) \$320,000 total cost
- 2) Replacement of County Bridge #47(CR625S, just W of 875E) \$315,000 total cost
- 3) Replacement of County Bridge #50(CR1150E, .9 miles S of SR10). \$307,500 total cost

## **ROADS**

- 1) Cold Mix Asphalt Paving ten miles of County Roads      \$250,000 total (\$125,000 State/\$125,000 County)
- 2) Chip Sealing twenty-one miles of County Roads      \$200,000 total (\$100,000 State/\$100,000 County)

## **INDOT 2021 CALL FOR PROJECTS**

The Superintendent presented the County's application for Yellow River bridge replacement funding to INDOT on June 27<sup>th</sup> at the Laporte District. We are still waiting for the State's decision

## **INTERN/WORK ONE OJT PROGRAM**

The program is going well. We currently have three employees for whom we are receiving salary reimbursement. One of them may get his CDLA training reimbursed through Work One which will allow him to plow for us in one of our front line plow trucks this winter. Our part time worker program has been expanded this year without a significant cost to the tax payer. This allows us to better address our road maintenance needs.

## **SAFETY**

There were no days lost to injuries last month.

On July 25<sup>th</sup>, an inspector from our insurance carrier did a check of our traffic control practices by watching our brush crew in action. Overall we did well, with only one suggestion for improvement. We do not announce to the drivers that are being evaluated.