

**Starke County Highway Department
Monthly Report – August 5th, 2019**

Quarter

BRIDGE WORK	ROAD WORK	OTHER ACTIVITIES
<p>#7 REPLACEMENT IN DESIGN</p> <p>BRIDGE #154 REPLACEMENT CONSTRUCTION STARTED APRIL COMPLETED JULY 3</p> <p>#140 REPLACEMENT ANNOUNCED OCT 19 TO JCI DE SPRING 20</p> <p>CULVERT CLEANING COMPLETED 4/26/19 (52)</p> <p>CULVERT REPLACEMENTS APRIL - OCTOBER (19)</p> <p>BRIDGE CLEANING (57) APRIL/MAY COMPLETED 4/22/19</p> <p>BRIDGE SEALING SEPTEMBER (44) ORDERED SEALANT</p>	<p>CR 10/600S INTERSECTION IMPROVEMENT COMPLETE 5/24/19</p> <p>CR 25N HOT MIX (3.1 mi) FROM 600E COMPLETE TO SR 23 JULY 16</p> <p>CHIP SEAL ROUND 1 JUNE (20 mi)</p> <p>COLD MIX PAVING ROS. 12 25 JUNE 25TH - SEP (12.7 mi)</p> <p>CRACK SEAL TRAINING AUGUST (20 mi)</p> <p>ROADS + REOPEN 1100E FROM 150N TO 300N</p> <p>CHIP SEAL RD. 2 (30 mi) 1 AUG/SEP BERMING</p>	<p>GRANT FUNDING FOR CLASSWORK INSTALLATION AT BOA STORES JULY/AUGUST</p> <p>TRAINING / MEETINGS OST LTP ACQUISITION BLESS MCKNIGHT</p> <p>SIGNAGE UPGRADES</p> <p>1200E/900N REPAIR PATCHING</p> <p>MOWING (6 MOWERS)</p> <p>BRUSH CUTTING BUCKET TRUCK</p> <p>HAIL MATERIAL AS NEEDED</p> <p>GRANT APPLICATIONS</p> <p>TRASH + PODUNK</p> <p>FACILITY UPGRADES</p> <p>ROAD CREW STARTED 6/3/19</p> <p>DUST (AS NEEDED) CONTROL</p> <p>GRADE GRAVEL ROADS</p> <p>ROUTINE TRUCK INSPECTIONS</p> <p>TRAFFIC INVESTIGATIONS</p> <p>PURCHASE SAFETY ARRESTERS</p>

Culvert Collapse – CR700E between CR600N and CR70N



TYPE OF REPAIR	PROS	CONS	ESTIMATED COST	ESTIMATED COMPLETION DATE	SUPPLIER
BRIDGE REPLACEMENT Continuous slab top	life span of 75 to 100 years; easy to maintain, provides best bank stabilization	expensive; road will be closed for most of the fall school semester	\$300,000.00 TO \$350,000.00	Nov-19	Contractor
Modular Bridge	quick build time for a bridge; less expensive than slab top; good bank stabilization; life span from 50 to 75 years	still fairly expensive; unproven in this area	\$200,000 TO \$300,000	Sep-19	E3 Bridge
Aluminum Box Culvert	quick build time, fairly inexpensive	we have not had the best luck with these due to installation errors and poor subsoils; lasts about 20 to 50 years	\$150,000 to \$225,000	Sep-19	ConTech
Twin Culverts	least expensive; can be done with local forces	lasts about 20 to 40 years; potentially high maintenance due to debris accumulation; potential bank stabilization problems due to bend in creek	\$50,000 to \$75,000	Aug-19	Debco

Based on the soil boring results we are recommending a bridge of some type. The soils are just too poor for any type of culvert. Here is a summary of the report:

The geotechnical concerns are low soil bearing capacity to significant depth of loose to very loose relative density, susceptibility to scour (erosion) of the sand & gravel soils, and shallow water level. These concerns bring the recommendation of a deep foundation solution in connection with the County's plans for the replacement of the failed culvert, such as driven steel pile shells filled with concrete to provide adequate foundation bearing strength and avoid settlement of the culvert replacement, while considering service life of the replacement and the expenses involved in initial construction and future maintenance. In particular, B-2 with the encountered fill soils and very low Standard Penetration Test (SPT) "N" values of only 1 to 4 hammer blows per foot of penetration into the soil to as deep as 27' below grade makes up the most concerning geotechnical conditions of the investigation. Also, at B-1 an "N" value of only 4 was recorded for the soil encountered at 16' to 22' below grade.

A continuous slab top bridge would cost approximately \$325,000. We are waiting for the estimates for a modular bridge.

In the meantime, our department will work with the Surveyor/Drainage board to install a temporary culvert. Buses will not be allowed to use the road and the roadway above the culvert will be restricted to one lane. (see attached log)

LTAP INTERSECTION ANALYSIS AND SPEED STUDIES

We conducted a speed analysis of CR400S, west of Range Road. After Using the USLIMITS2 program to analyze the data it was determined that we need lower the speed of that section of roadway to 45MPH

1. CR 300 East at Toto Road – 300 East zig-zags north and south across Toto Road at the bottom of the crest of a hill, which creates challenges in terms of visibility. Additionally 300 East runs north into the Knox Industrial Park, with long-term plans to upgrade the pavement to Toto Road in order to accommodate truck traffic. North/South traffic stops; East/west traffic does not.

2. CR 500 S at CR 260 West – 260 West Ts into 500 South. The surrounding area is densely populated, and the terrain is uneven. Traffic on 500 S does not stop.
3. CR 250 W at CR 700 S – This is a two-way stop north and south on 250 W. Residents in the area are complaining about poor visibility and excessive vehicle speed and cite the number of children living in the area as a concern.

Laura Slusher of LTAP expedited the 250W/700S intersection. She will assess the other two intersections sometime this month. Here is a summary of her 250W/700S analysis:

CR250W at CR700S

This intersection currently operates as two-way stop control, with right-of-way on CR250W. Traffic counts taken by the County show an Average Daily Traffic of approximately 550 vehicles per day on CR200S north of the intersection and approximately 200 vehicles per day on CR750W east of the intersection. No posted speed limit signs were observed, so the statutory speed limit of 55 mph applies. There are no recent reported crashes at this intersection, although there is some evidence of near misses.

There are sight distance limitations in all quadrants caused by vegetation, trees, and a fence. Additionally the "Slow" warning sign also blocks sight distance for westbound drivers looking south. When approaching the intersection on the east leg of CR700S, the driver cannot see both directions of traffic unless of the nose of their vehicle is out in the intersection.

A hill exists on the CR700S eastern approach that limits the approach sight distance of the Stop Sign and intersection.

Due to the blocked departure sight distance on the eastern leg of this intersection, an all-way stop is recommended. In addition to the new 30" Stop Signs (R1-1) on CR250W, 18"x6" All Way (R1-3p) plaques should be added underneath each Stop Sign, removing the "Two Way" plaques currently installed. Also, the Stop Sign on the western leg is installed below the minimum standard height of 5 feet from the level of the roadway to the bottom of the Stop Sign. As you make changes to this intersection, that height should be brought up to standard height.

Temporary New Traffic Pattern Ahead (W23-2) warning signs should be installed on all approaches, with flags added to these signs and the Stop Signs on both approaches of CR250W. News of this change should also be disseminated to the public using usual communication methods (e.g. media, County website, social media, etc.). The temporary signs and flags should be in place no longer than 6 months.

Remove the non-standard "Slow" warning sign on the southern leg of CR250W since it blocks sight distance and has no effect due to its vague message and close proximity to the intersection.

A 30" Stop Ahead warning sign (W3-1) is recommended on the CR700S eastern approach, a minimum of 400 feet prior to the Stop Sign. Also trim roadside vegetation on the eastern and western approaches, as it's decreasing the driver's view of the Stop Signs.

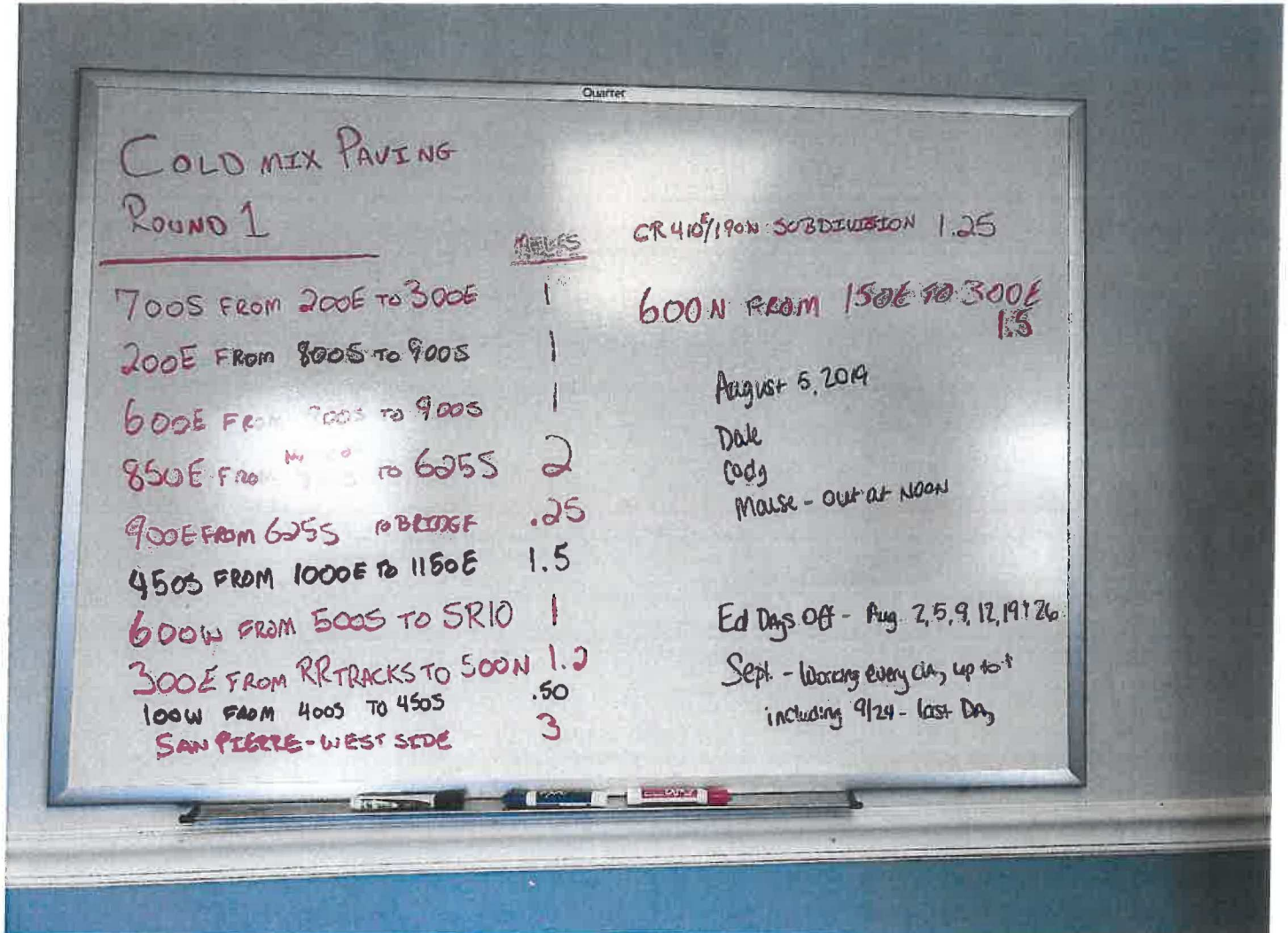
We opened the new four way stop pattern today. Here is a photo:



Traffic Safety

We recently received our County's crash history for 2009 to 2018 from Purdue LTAP. Each year they send us this summary. It helps us measure and traffic safety trends in our county. The summary is attached.

ROUND ONE PAVING



TRAINING

Some of our employees attended two Purdue/LTAP training courses last month. The first was a crack seal training class. The second was road Scholar class #5 Roadway Safety. See attached training summary for attendance and a summary of our program.

FUEL REPORT

See attached fuel report. Fuel usage was up slightly this month in all Departments, although still near the average for July in the past five years.

STELLAR COMMUNITIES APPLICATION

See attached Stellar match tables. The stellat team has compiled the list of projects that will be part of Constellation of Starke's application. Tonight we are asking for a commitment from the Commissioners to meet the required match. If approved , we will then present this to the Council for their approval.



JONES PETRIE RAFINSKI
your one single source

LOG OF BORING: 1

325 S. Lafayette Blvd.
South Bend, IN 46601
(574) 232-4388
jpr1source.com

Project Name: : CR 700 E at Jain Ditch
PROJECT NO.: : 2019-0192
Location: : Starke County, IN
Client: : Starke County Highway Dept.
Engineer's Initials: : MAC

Date Drilled: : 7-24-19
Drilling Contractor: : D&T Drilling, Inc.
Depth Drilled (ft): : 50 ft
Ground Elevation (ft): : N/A

DEPTH (ft)	GRAPHIC LOG	USCS	Water Levels Legend:		SAMPLE NUMBER	FIELD RESULTS SPT blows / ft	RECOVERY	WATER LEVEL	COMMENTS
			▼ During Drilling	▽ After Completion					
MATERIAL DESCRIPTION									
0			4" GRAVEL		1	2, 2, 3 - 5	18"		
			Black, Very Loose, Dry, Sand and Gravel with Organics, 0.3' to 3' Below Grade						
5			Tan, Loose, Moist, Fine-grained, Sand and Gravel, 3' to 6' Below Grade		2	2, 2, 4 - 6	16"		
			Tan, Loose, Wet, Coarse-grained, Sand and Gravel, 6' to 9' Below Grade		3	3, 4, 6 - 10	16"		
10			Tan, Medium Dense, Wet, Fine-grained, Sand and Gravel, 9' to 13' Below Grade		4	4, 5, 8 - 13	16"		
			Gray, Loose, Wet, Fine-grained, Sand and Gravel, 13' to 16' Below Grade		5	4, 5, 5 - 10	16"		
15			Gray, Very Loose, Wet, Fine-grained, Sand and Gravel, 16' to 22' Below Grade		6	2, 2, 2 - 4	18"		
			Gray, Medium Dense, Wet, Fine-grained, Sand and Gravel, 22' to 40' Below Grade		7	3, 5, 7 - 12	18"		
20			Gray, Medium Dense, Wet, Fine-grained, Sand and Gravel, 22' to 40' Below Grade		8	5, 6, 7 - 13	18"		
			Gray, Medium Dense, Wet, Fine-grained, Sand and Gravel, 22' to 40' Below Grade		9	4, 6, 6 - 12	18"		
25			Gray, Medium Dense, Wet, Fine-grained, Sand and Gravel, 22' to 40' Below Grade		10	7, 7, 8 - 15	18"		
			Gray, Stiff, Wet, Very Silty Clay, 40' to 49' Below Grade		11	5, 6, 7 - 13	18"		Qp = 1.0 tsf
30			Gray, Medium Dense, Wet, Clayey Sand and Gravel, 49' to 50' Depth Limit of Boring		12	6, 6, 8 - 14	18"		Qp = 1.0 tsf
35			[END OF BORING]						

Drilling Rig: 6620 DT
Drilling Method: Hollow Stem Auger
Sampler Type: Split Spoon
Hammer Weight: 140 lb
Hammer Drop: 30"

WATER LEVEL OBSERVATIONS:
During Drilling: 6.5 ft
After Completion: 6 ft
Cave-In Depth: 7 ft

USLIMITS2 Speed Zoning Report

Project Name: CR400S Speed Study Starke County

Analyst: Stephen Ritzler

Date: 07-22-2019

Basic Project Information

Project Number: 1
Route Name: CR400S
From: CR100W
To: Range Road
State: Indiana
County: Starke County
City: Rural
Route Type: Road Section in Undeveloped Area
Route Status: Existing

Roadway Information

Section Length: 1 mile(s)
Statutory Speed Limit: None
Existing Speed Limit: 55 mph
Adverse Alignment: No
Divided/Undivided: Undivided
Number of Lanes: 2
Roadside Hazard Rating: 5
Transition Zone: No

Crash Data Information

Crash Data Years: 3.00
Crash AADT: 191 veh/day
Total Number of Crashes: 3
Total Number of Injury Crashes: 0
Section Crash Rate: 1434 per 100 MVM
Section Injury Crash Rate: 0 per 100 MVM
Crash Rate Average for Similar Roads: 207
Injury Rate Average for Similar Roads: 64

Traffic Information

85th Percentile Speed: 56 mph
50th Percentile Speed: 46 mph
AADT: 191 veh/day

Project Description: Citizen requested speed study

Recommended Speed Limit:



Note: The section crash rate of 1434 per 100 MVM is above the critical rate (963). A comprehensive crash study should be undertaken to identify engineering and traffic control deficiencies and appropriate corrective actions. The speed limit should only be reduced as a last measure after all other treatments have either been tried or ruled out.

Disclaimer: The U.S. Government assumes no liability for the use of the information contained in this report. This report does not constitute a standard, specification, or regulation.

Equations Used in Crash Data Calculations

Exposure (M)

$$M = (\text{Section AADT} * 365 * \text{Section Length} * \text{Duration of Crash Data}) / (100000000)$$
$$M = (191 * 365 * 1 * 3.00) / (100000000)$$
$$M = 0.0021$$

Crash Rate (Rc)

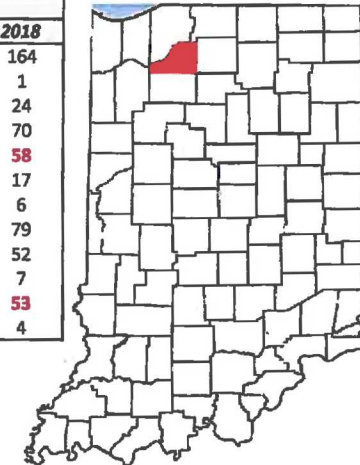
$$Rc = (\text{Section Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$$
$$Rc = (1.00 * 100000000) / (191 * 365 * 1)$$
$$Rc = 1434.41 \text{ crashes per 100 MVM}$$

Injury Rate (Ri)

$$Ri = (\text{Section Injury Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$$
$$Ri = (0.00 * 100000000) / (191 * 365 * 1)$$
$$Ri = 0.00 \text{ injuries per 100 MVM}$$

STARKE COUNTY

	Total Crashes	% Crashes	Rural County Average	Number of Crashes per Year									
				2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Total Crashes	1768	-	-	245	189	167	196	154	158	169	150	176	164
Fatal Crashes	17	0.96%	0.77%	3	2	1	2	1	2	1	3	1	1
Injury Crashes	268	15%	18%	40	32	23	29	27	30	26	14	23	24
Roadway Departure Crashes	646	37%	53%	95	64	59	99	58	53	50	53	45	70
Animal Crashes	801	45%	30%	108	86	86	76	73	79	84	63	88	58
Angle/Left-Turn Crashes	173	10%	8%	27	26	14	10	15	17	14	13	20	17
Rear-End Crashes	39	2%	3%	4	4	2	3	2	4	4	5	5	6
Dark Roadway Crashes	930	53%	51%	135	98	94	92	81	82	97	81	91	79
Wet Roadway Crashes	602	34%	32%	102	65	66	70	56	55	49	45	42	52
Horizontal Curve Crashes	91	5%	21%	15	9	11	12	5	5	7	10	10	7
Intersection Crashes	616	35%	22%	77	66	55	58	60	53	78	65	51	53
Gravel Roadway Crashes	69	4%	6%	6	6	9	4	9	6	5	10	10	4

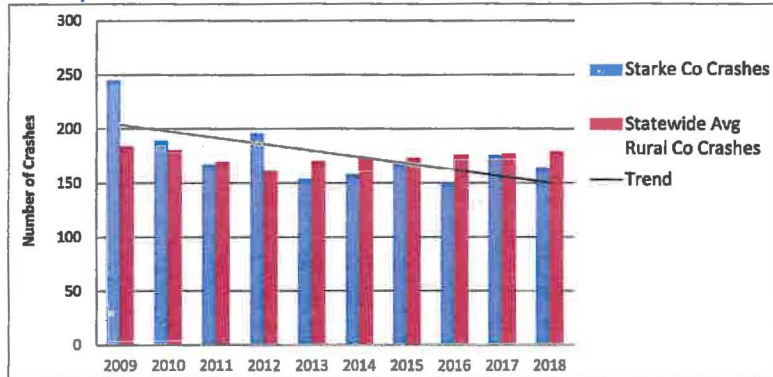


*includes Run Off Road, Head-On and Sideswipe Crashes

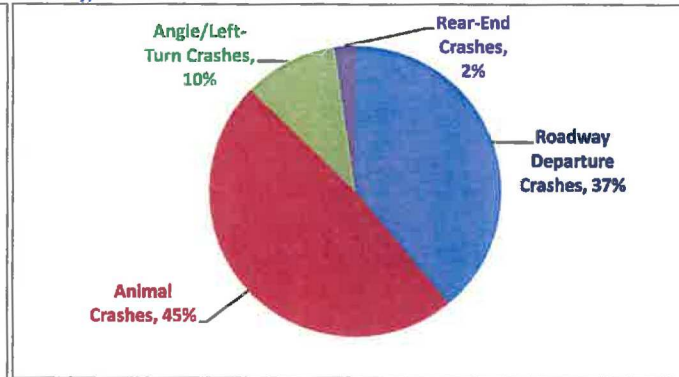
Red percentages above indicate your county is in the top 10 for this category compared to the 65 other rural (non-MPO) IN counties.

This is a 10-year historical average so may not reflect recent conditions.

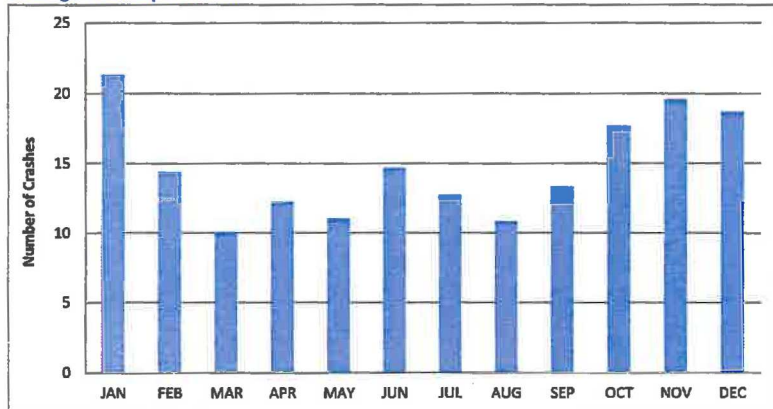
Crashes per Year



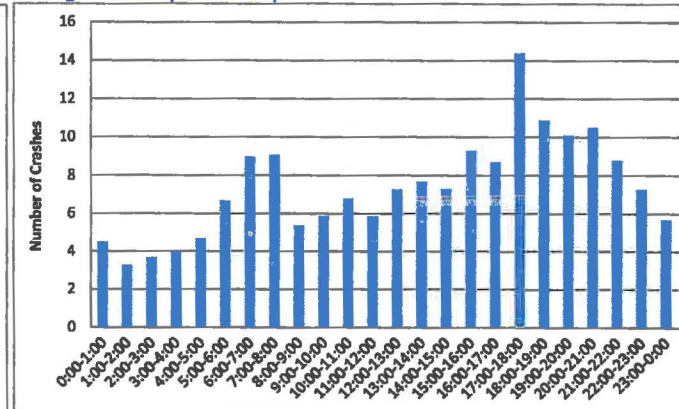
Crash Types



Average Crashes per Month



Average Crashes by Time of Day



July 2019 Fuel Report



2019 Fuel Report Year To Date

Department	Jan		Feb		March		April		May		June		July		Aug		Sept		Oct		Nov		Dec		Yearly Dept Totals																								
	Diesel	Gas	Diesel	Gas	Diesel	Gas	Diesel	Gas	Diesel	Gas	Diesel	Gas	Diesel	Gas	Diesel	Gas	Diesel	Gas	Diesel	Gas	Diesel	Gas	Diesel	Gas	Diesel	Gas																							
SCCC	0	129.98	0	119.81	0	112.13	0	131.82	0	130.44	0	131.74	0	120.83													0	876.75																					
CORONER	0	0	0	19.81	0	0	0	16.73	0	11.69	0	0	0	14.76													0	62.99																					
EMA	0	18.06	0	5.58	0	0	0	10.77	0	22.27	0	17.31	0	22.49													0	96.48																					
EMS	1042.62	59.04	826.09	61.49	953.63	47.36	911.41	124.82	819.34	311.71	888.45	349.33	1064.05	432.29													6505.59	1398.04																					
HEALTH	0	0	0	19.5	0	15	0	16.5	0	18	0	34.4	0	35.51													0	138.91																					
HIGHWAY	14577	815.98	8945.26	489.41	7131.35	570.89	4627.34	647.72	5718.27	656.95	7177.96	729.03	8357.72	818.33													56534.86	4728.31																					
IT	0	34.08	0	31.5	0	39.54	0	15.71	0	24.15	0	33.27	0	33.4													0	211.65																					
MAINTENANCE	0	0	0	0	0	0	0	0	0	0	0	16.01	0	0													0	16.01																					
PLANNING	0	58.4	0	44.03	0	42.8	0	76.59	0	60.91	0	60.95	0	76.51													0	420.19																					
SHERIFF	24.3	2287.94	0	2076.02	0	2132.26	8.24	2239.85	7.68	2228.05	3.91	2124.66	0	2151.82													44.13	13220.6																					
SURVEYOR	0	81.69	0	81.47	0	64.7	0	77.67	0	77.36	0	80.71	0	72.03													0	535.63																					
TOTALS	15643.9	3485.17	9771.35	2948.62	8084.98	3024.68	5546.99	3338.18	6545.29	3541.53	8070.32	3577.41	9421.77	3777.97													63084.58	25689.56																					
All Fuel Total																																																	86778.14

Monthly Fuels Cost per Gallon Charged to Departments	\$2.25	\$1.85	\$2.50	\$1.80	\$2.75	\$2.00	\$2.75	\$2.30	\$2.50	\$2.30	\$2.70	\$2.30	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
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* Starting May 2019 - Fuel costs are only changed when Vendor prices change
 ** 7/19/2019 Per Rik - Discontinue monthly billing charge due to changes in billing practices.

Highway Driver Fuel Report Year To Date

Driver Name - Number	Jan		Feb		March		April		May		June		July		Aug		Sept		Oct		Nov		Dec		Yearly Driver Totals					
	Diesel	Gas	Diesel	Gas	Diesel	Gas	Diesel	Gas	Diesel	Gas	Diesel	Gas	Diesel	Gas	Diesel	Gas	Diesel	Gas	Diesel	Gas	Diesel	Gas	Diesel	Gas	Diesel	Gas				
A.FORT - 1298000048	954	0	597.63	0	597.61	0	411.28	0	425.73	0	570.18	0	647.55	0														4209.98	0	
ATKINS - 1298000024	581.13	0	427.95	0	336.05	1	255.27	0	312.14	0	311.41	0	545.24	0														2769.19	1	
B. FORT - 1298000015	976.05	0	695.4	0	660.26	0	359.43	0	319.34	0	496.36	1	612.41	0														4119.25	1	
BARNETT - 1298000013	684.27	21.06	515.18	0	294.32	0	166.29	0	345.12	2.51	220.97	0	297.75	1														2523.9	24.57	
BRADLEY - 1298000056	204.04	9.01	69.94	0	89.12	0	102.26	0	142.09	0	105.84	0	11.51	14.99														724.8	24	
CLAPP (inactive) - 1298000078	0	0	0	0	0	0	0	0	0	0	0	0	0	0														0	0	
COLLINS (inactive) - 1298000065	0	0	0	0	0	0	0	0	0	0	0	0	0	0														0	0	
CONLEY (inactive) - 1298000002	0	224.72	0	136.23	0	78.99	0	134.51	0	122.33	0	190.08	0	27.39														0	914.25	
D. CONLEY (As of 07/11/2019) - 1298000028	0	0	0	0	0	0	0	0	0	0	0	0	0	106.5														0	106.5	
DAVID - 1298000038	720.58	0	441.6	0	362.15	0	172.02	0	223.44	0	390.41	1.2	448.89	0														2699.09	1.2	
DEPRIEST (inactive) - 1298000054	855.66	0	558.61	0.96	0	0	0	0	0	0	0	0	0	0														1414.27	0.96	
DOWD - 1298000022	690.65	17.71	538.11	0	548.54	1.01	281.32	2.76	637.99	0.93	472.19	1	320.96	22.17														3489.76	45.58	
ELDER - 1298000021	734.3	0	344.62	16.36	314.41	0	233.38	18.8	230.24	0	398.06	8.14	459.47	0														2714.48	49.9	
FISHER - 1298000003	485.88	209.58	467.47	98.42	253.49	92.46	185.48	156.63	770.48	117.16	474.54	118.16	827.94	132.02														3465.28	824.49	
JENSEN - 1298000083	70.83	0	79.7	0	36.51	0	94.96	13.64	193.41	67.44	41.59	0	92.36	46.96														609.36	128.04	
LORENZ - 1298000010	328.76	0	194.65	36.07	21.27	191.14	2.2	104.44	206.93	96.75	223.53	103.33	70.78	177.85														1048.12	709.58	
LUDWIG - 1298000031	728.41	0	529.19	0	387.49	0	198.25	0	265.83	0	548.19	0	643.39	0															3900.75	0
M.FISHER (inactive) - 1298000047	773.66	0	539.77	0	478.05	0	62.92	1.01	0	0	0	0	0	0														1854.4	1.01	
MAJCHRZAK (inactive) - 1298000080	701.19	0	395.06	0.96	230.95	1.01	199.17	0	12.47	0	0	0	0	0														1538.84	1.97	
MASTER - 1298000069	0	0	20.58	10.79	0	0	0	0	0	0	0	0	7.38	21.25														27.96	32.04	
MASTER 1 - 1298000060	0	43.55	0	26.3	0	82.02	0	25.75	0	28.75	0	84.96	0	83.95														0	375.28	
MCCARTY - 1298000038	819.16	0	400.3	0	390.49	0.99	159.42	32.2	243.71	37.93	406.67	43.79	391.82	1														2811.57	115.91	
MCDANIEL - 1298000014	908.02	0	553.15	1	385.36	0	287.88	1	0	0	0	0	187.35	0														2321.76	2	
MUSTON (inactive) - 1298000068	1157.15	0	540.46	22.23	19.78	0	0	0	0	0	0	0	0	0														1717.39	22.23	
J. MUSTON (As of 03/07/2019) - 1298000018	0	0	0	0	303.67	0	349.31	11.11	531.76	0	660.12	15	470.49	0															2315.35	26.11
RITZLER - 1298000001	0	177.01	0	64.63	0	0	0	52.68	0	58.94	0	57.18	0	56.87															0	467.91
SAINTE - 1298000012	1040.12	52.58	396.01	75.46	294.25	121.33	274.51	70.85	420.79	90.22	760.16	71.41	889.56	82.1														4075.4	563.95	
SOMMERFIELD - 1298000057	301.31	60.76	165.14	0	175.37	0.94	135.51	14.42	122.09	33.99	115.99	15.38	122.87	43.28															1138.28	168.77
TIBBS - 1298000016	861.79	0	474.74	0	411.3	0	334.32	0	3.22	0	60.74	0	198.67	0															2344.78	0
WIELGOS (As of 03/01/2019) - 1298000054	0	0	0	0	540.91	0	362.16	7.92	259.03	0	655.27	18.4	671.11	1														2482.48	27.32	
WILLIAMS - 1298000006	0	0	0	0	0	0	0	0	58.46	0	325.74	0	440.22	0															824.42	0
TOTALS	14577	815.98	8945.26	489.41	7131.35	570.89	4627.34	647.72	5718.27	656.95	7177.96	729.03	8357.72	818.33	0	0	0	0	0	0	0	0	0	0	0	0	0	56534.86	4728.31	

SCCC Driver Fuel Report Year To Date

PROJECT	RESPONSIBLE COMMUNITY	FUNDING TYPE	GRANT AMOUNT	MATCH	TOTAL	MATCHING SOURCE
Bass Lake Beach and Waterpark	Starke County	OCRA	\$3,000,000.00	\$600,000.00	\$3,600,000.00	CEDIT
Connecting Roads	Starke County	INDOT	\$4,000,000.00	\$800,000.00	\$4,800,000.00	INDOT
Koontz Lake Community Center	Starke County	OCRA	\$1,000,000.00	\$200,000.00	\$1,200,000.00	CEDIT
Koontz Lake Park Improvements	Starke County	OCRA	\$722,400.00	\$144,480.00	\$866,880.00	CEDIT
San Pierre Park	Starke County	OCRA	\$300,000.00	\$60,000.00	\$360,000.00	
TOTALS			\$9,022,400.00	\$1,804,480.00	\$10,826,880.00	

MATCH SOURCE - RAINY DAY VERSION	TOTAL	PER YEAR
CEDIT ROADS AND BRIDGES	\$800,000.00	\$200,000.00
CEDIT	\$504,480.00	\$126,120.00
RAINY DAY	\$400,000.00	\$100,000.00
PRIVATE DONORS	\$100,000.00	\$25,000.00
	\$1,804,480.00	\$451,120.00

MATCH SOURCE - Without Rainy day	TOTAL	PER YEAR
CEDIT ROADS AND BRIDGES	\$800,000.00	\$200,000.00
CEDIT	\$904,480.00	\$226,120.00
PRIVATE DONORS	\$100,000.00	\$25,000.00
	\$1,804,480.00	\$451,120.00

CREDIT ROADS AND BRIDGES	2020	2021	2022	2023
EXPECTED REVENUE	\$750,000.00	\$750,000.00	\$750,000.00	\$750,000.00
OBLIGATED AMOUNTS				
Community Crossings	\$250,000.00	\$250,000.00	\$250,000.00	\$250,000.00
Bridge Projects	\$450,000.00			
UNOBLIGATED REMAINDER	\$65,000.00	\$500,000.00	\$500,000.00	\$500,000.00