

# Starke County Highway Department Monthly Report – March 4<sup>th</sup> , 2019

## WINTER OPERATIONS

	# of snow events	Plow Miles	total snow removal cost	Cost per snow event	Cost per plow mile		# of snow events	Plow Miles	total snow removal cost	Cost per snow event	Cost per plow mile
DEC	12	31318.3	\$107,334.00	\$8,944.50	\$3.42	DEC	4	4129	\$22,602.70	\$5,650.68	\$5.47
JAN	18	30586.13	\$101,351.60	\$5,630.64	\$3.32	JAN	23	49495	\$169,829.47	\$7,383.89	\$3.43
FEB	10	20386	\$89,036.84	\$8,903.68	\$4.37	FEB	9	19581	\$95,103.28	\$10,567.03	\$4.85
TOTALS	40	82290.43	\$297,772.44	\$7,443.06	\$3.61		36	73205	\$287,535.45	\$7,987.10	\$3.92

### 2019-20 State Salt Bid Commitment



### Starke County Highway Department - OneIndiana

All information is current as of 3/4/2019 2:47:05 PM EST

## Demand Aggregate Response Confirmation

Demand Response was successfully submitted on 3/4/2019 at 2:47 PM EST

**Name:** Road Salt 2019/2020  
**Response Type:** Commitment  
**Target Close Date:** 3/22/2019

**Contact Name:** Stephen Ritzler

**Contact Phone:** 5747723011

Item Number	Item Description	UoM	Total Qty
	Untreated Salt	Ton	1500.00
	Treated Salt	Ton	250.00

If you need to edit the response, please use SpendBridge. Under the Bids Menu, Select Respond. You will be taken to a history of Demand Aggregation events.

TYPE OF SALT	PRICE	COMMITMENT (TON)	MINIMUM AMOUNT (TON)	MAXIMUM AMOUNT (TON)
TREATED	\$83.44	250	200	300.00
UNTREATED	\$64.82	1500	1200	1,800.00

TREATED SALT DELIVERED (TON)	DATE	MINIMUM COMMITMENT LEFT	MAXIMUM COMMITMENT LEFT	COST
25.02	1/21/2019	174.98	274.98	\$2,087.67
25.51	1/21/2019	149.47	249.47	\$2,128.55
25.52	1/21/2019	123.95	223.95	\$2,129.39
25.85	1/21/2019	98.1	198.1	\$2,156.92
26.34	2/25/2019	71.76	171.76	\$2,197.81
26.08	2/25/2019	45.68	145.68	\$2,176.12
25.36	2/25/2019	20.32	120.32	\$2,116.04
<u>25.97</u>	2/26/2019	-5.65	94.35	<u>\$2,166.94</u>
<b>205.65</b>				<b>\$17,159.44</b>

UNTREATED SALT DELIVERED (TON)	DATE	MINIMUM COMMITMENT LEFT	MAXIMUM COMMITMENT LEFT	COST
21.96	11/27/2018	1178.04	1,778.04	\$1,423.45
26	11/27/2018	1152.04	1,752.04	\$1,685.32
25.59	11/27/2018	1126.45	1,726.45	\$1,658.74
24.85	11/27/2018	1101.6	1701.6	\$1,610.78
23.75	11/27/2018	1077.85	1677.85	\$1,539.48
23.3	11/27/2018	1054.55	1654.55	\$1,510.31
22.75	11/28/2018	1031.8	1631.8	\$1,474.66
21.2	11/28/2018	1010.6	1610.6	\$1,374.18
24.8	11/29/2018	985.8	1585.8	\$1,607.54
26.09	11/29/2018	959.71	1559.71	\$1,691.15
26.12	11/29/2018	933.59	1533.59	\$1,693.10
25.01	11/29/2018	908.58	1508.58	\$1,621.15
24.8	11/29/2018	883.78	1483.78	\$1,607.54
24.21	11/29/2018	859.57	1459.57	\$1,569.29
26.4	11/30/2018	833.17	1433.17	\$1,711.25
26.71	11/30/2018	806.46	1406.46	\$1,731.34
24.48	1/22/2019	781.98	1381.98	\$1,586.79
25.58	1/22/2019	756.4	1356.4	\$1,658.10
22.23	1/22/2019	734.17	1334.17	\$1,440.95
23.95	1/22/2019	710.22	1310.22	\$1,552.44
22.55	1/22/2019	687.67	1287.67	\$1,461.69
25.63	1/22/2019	662.04	1262.04	\$1,661.34
23	1/23/2019	639.04	1239.04	\$1,490.86
25.15	1/23/2019	613.89	1213.89	\$1,630.22
23.95	1/23/2019	589.94	1189.94	\$1,552.44
25.23	1/24/2019	564.71	1164.71	\$1,635.41
26.14	1/24/2019	538.57	1138.57	\$1,694.39
23.23	1/24/2019	515.34	1115.34	\$1,505.77
21.16	1/29/2019	494.18	1094.18	\$1,371.59
23.64	1/30/2019	470.54	1070.54	\$1,532.34
23.41	1/29/2019	447.13	1047.13	\$1,517.44
23.07	1/29/2019	424.06	1024.06	\$1,495.40
24.5	2/7/2019	399.56	999.56	\$1,588.09
23.09	2/14/2019	376.47	976.47	\$1,496.69
22.98	2/14/2019	353.49	953.49	\$1,489.56
20.41	2/14/2019	333.08	933.08	\$1,322.98
20.8	2/15/2019	312.28	912.28	\$1,348.26
21.45	2/19/2019	290.83	890.83	\$1,390.39
25.25	2/19/2019	265.58	865.58	\$1,636.71
25.59	2/19/2019	239.99	839.99	\$1,658.74
25.35	2/19/2019	214.64	814.64	\$1,643.19
25.8	2/19/2019	188.84	788.84	\$1,672.36
23.95	2/20/2019	164.89	764.89	\$1,552.44
21.67	2/20/2019	143.22	743.22	\$1,404.65
<u>25.95</u>	2/22/2019	117.27	717.27	<u>\$1,682.08</u>
<b>1082.73</b>				<b>\$70,182.56</b>

## ACCREDITATION AND DEPARTMENTAL POLICIES



### ROAD CUT PERMIT FEES

	CURRENT	PROPOSED
Basic Permit	\$100.00	N/A
Bore under a road	\$100.00	\$100.00
Road cut on a gravel road	\$150.00	\$75.00
Road Cut on a paved road	\$300.00	\$3 per sq. ft/\$200.00 minimum
Placement/removal of poles /overhead lines	N/A	\$75.00 for each 1000' of continuous pole line
Underground linear project Including Grading, trenching or excavation parallel to road	N/A	\$50.00 for each 500 ft of continuous construction

We have been finding many road cuts for which no permit was obtained. One reason for this, we believe, is that our permit fees were high compared to some neighboring counties and also that our permit structure did not take into account the scale of each project. Large parallel trenching had the same fee, whether it be 100 yards or 1 mile. We based this new fee structure on Boone County, Indiana fee schedule. They were having the same problems with non-compliance. After establishing their fee schedule, compliance is up and so is permit revenue.

## COMMUNITY CROSSINGS GRANT PROJECTS

- 1) Intersection improvement at 600S/CR210 at Bass Lake
- 2) Hot mix overlay on 25N from CR600E to SR23.

These projects were bid together last month and Reith-Riley was awarded the contract with a low bid of

## BRIDGES

### REPLACEMENTS/REHABS

The replacement of Bridge 154 on 100E, north of CR400N will begin on March 17<sup>th</sup>.

The design for the replacement of Bridge 140 on CR200E, just north of CR480N is in progress and construction is scheduled to begin later this Fall.

## MAINTENANCE

This month we will be cleaning seal coating our concrete bridge decks. We do this on a bi-annual basis

## **ROADWAYS**

### **PASER RATINGS**

We have begun to rate our roads using the PASER system. After we complete those ratings this month, we will start compiling our road improvement list for 2019.

### **PATCHING**

Due to the extreme freeze thaw cycles we experienced in the last month we are starting to see a significant amount of pothole formation. We are sending our hot patch box almost every day in an effort to keep up with this deterioration.

## **VEHICLES**

This year, as part of our vehicle replacement plan, we were scheduled to buy a new paver and had budgeted \$200,000.00 to do so. The \$300,000.00 MVH budget cut changed our plans a bit. Instead of the new paver we bought Marshall County's chip box and distributor truck for \$60,000.00. We also found what we feel is a very good used paver for \$40,000.00.



## **TRAINING**

Our Superintendent and new office staff will be attending Purdue University's 105<sup>th</sup> annual road school tomorrow and Wednesday. The Superintendent is required by Indiana statute to attend road school and the office staff will benefit from the Asset Management and Funding classes available at the event. Six of our other employees will also be going to Road School tomorrow to attend Road Scholar class #9, Bridge Basics. One of the, Ralph Saine, is just two classes away from achieving Purdue/LTAP road builder status.

Five of our employees will be attending LTAP PASER road rating training later in March. Each March and April we rate our roads using the PASER rating system

## **SAFETY**

We did not have a reportable workman's comp accident this month. We have not had a workman's comp claim since early last summer.

## **US 30 COALITION**

Starke County's delegation to the US30 meeting in Indianapolis was unable to attend because of inclement weather. We did get an update concerning the progress of the lobbying efforts, particularly by the Eastern US30 counties. I also let the consultant know that our County had some concerns about the project. Although I understand these concerns the farmers and property owners on US30 have concerning their access to and across US30, I am afraid that if we are not involved in the coalition that those fears may be more likely to be realized because we would have less of a voice in the overall process. Here is the response I received from Mr. Faulkenberg.

Rik,

Interesting... I am really concerned that the attitude in Starke County may be shifting. I agree with your assessment that not being involved would lessen Starke County's voice in the process. I would offer that legislative activity and support for the project is increasing significantly at this time. Granted, most of that activity in legislative circles is focused on the eastern parts of the corridor where traffic is highest. However, that furthers the likelihood that the project will come to fruition. Eventually, it will include your county too. Not having a voice from the inside would put Starke County at a real disadvantage in securing the access interchanges and overpasses that you need, especially those determined in your planning meetings focusing on the agricultural community.

I would note that there is renewed interest in LaPorte County, and Mayor Thallemer and I will be meeting with the commissioners there on Friday. If we need to meet with your commissioners, we could arrange that in the near future also.

Let me know how we can help.

Dennis Faulkenberg

We will be holding a local US30 committee meeting in the next two weeks to update those citizens with concerns about the project. I also think we should ask Mr. Faulkenberg and Mayor Thallemer to meet with the Board to discuss the situation, especially after they meet with LaPorte County. I also recommend continuing to hold off on paying our County's annual dues until we meet with the Mayor and Mr. Faulkenberg

