

Starke County Highway Department Monthly Report – July 5th, 2017

COMMUNITY CROSSINGS GRANT

Our applications are ready. We are just waiting on the final confirmation that our roadway asset management plan meets the established criteria. We had to change some information after we deleted Arlington Road from the application list. (INFRA grants)

Priority	BRIDGE NUMBER OR COUNTY ROAD	LOCATION	PROJECT TYPE	COUNTY MATCH	STATE MATCH	TOTAL COST	NOTES
1	50	CR1150E over Osborn Ditch, 1m S of SR10	Bridge Replacment	\$70,000.00	\$200,531.20	\$270,531.20	Project is already complete. We would be receiving the state match back as reimbursement. This would be placed in the County Bridge line item under CEDIT
2	46	CR900E over Osborn Ditch, .9m S of SR10	Bridge Replacment	\$70,000.00	\$193,945.13	\$263,945.13	Project is already complete. We would be receiving the state match back as reimbursement. This would be placed in the County Bridge line item under CEDIT
3	47	CR625S over Osborn Ditch, .06M W of CR875E	Bridge Replacment	\$70,000.00	\$204,802.13	\$274,802.13	Project is already complete. We would be receiving the state match back as reimbursement. This would be placed in the County Bridge line item under CEDIT
4	CR300E	From sr8 to 1100 ft south of Division Road	HMA Resurface	\$56,750.00	\$168,530.00	\$225,280.00	This will be our first hot mix project under our new 10 year truck route paving plan. This would complete the hot mix paving for the Knox Industrial Park. Our match would be paid for by the SCEDF
5	58	CR800S over Bogus Run, 0.02 miles E of CR200W	Bridge Replacment	\$106,592.46	\$232,191.54	\$338,784.00	Our match for this bridge would be paid for out of CEDIT- County Bridges either later this year or early 2018
6	66	Range Road, justd South of CR500S	Bridge Repair	\$4,600.00	\$13,700.00	\$18,300.00	Project is already complete. We would be receiving the state match back as reimbursement. This would be placed in the County Bridge line item under CEDIT
7	36	CR25N over Eagle Creek, .1 miles W of 600E	Bridge Replacment	\$101,000.00	\$300,150.00	\$401,150.00	Our match for this bridge would be paid for out of CEDIT- County Bridges either later this year or early 2018
8	154	CR100E over Robbins Ditch, .4m N of CR400N	Bridge Replacment	\$96,392.00	\$289,176.00	\$385,568.00	Our match for this bridge would be paid for out of CEDIT- County Bridges either later this year or early 2018

CURRENT BRIDGE REPLACEMENT PROJECTS

Priority	Bridge Number	Location	Sufficiency Rating	Status	Completion year
	47	CR625S over Osborn Ditch, .06M W of CR875E	41.6	Construction to begin in May 22nd, 2017	2017
1	36	CR25N over Eagle Creek, .1 miles W of 600E	26.9	JPR is designing the bridge plans.	2017/2018
3	58	CR800S over Bogus Run, 0.02 miles E of CR200W	35.9	JPR is designing the bridge plans.	2017/2018
4	154	CR100E over Robbins Ditch, .4m N of CR400N	47.1	JPR is designing the bridge plans.	2017/2018
2	7	CR1200E over the Yellow River, .5M N of CR250S	35.2	Degin Contract awarded to Jones, Petrie, and Rafinski. We are coordinating the creation of the contract with INDOT	2018/2019

CURRENT ROAD IMPROVEMENTS

In June we concentrated on both the re-stoning of gravel roads and our first round of cold mix paving projects.. In July we plan on finishing the re-stoning of most of the gravel roads in the County. In August we will begin our second round of paving and will also chip seal about 25 miles. In all we expect to do about 70 centerline miles of road improvements this summer. That represents about 10% of our road network. This percentage keeps us right on track with our new 10 year roadway improvement model that establishes 123 miles of hot mix truck routes and upgrades to the other 575 centerline miles in the County. Although we will only be doing a few miles of hot mix road improvements this year we will be completing most of our gravel roads which we may not have time to do once we begin our 10 year plan next year.

TREATMENT	APRIL	MAY	JUNE	TOTAL
Crack Seal	0	12.55	0	12.55
Re-gravel	1.8	0	9.8	11.6
Cold Mix Asphalt	0	0	4	4
	1.8	12.55	13.8	28.15

IMPROVEMENT	ROAD	FROM	TO	Commissioner district	MILES
Crack Seal	Range Road	400N	500N	Binkley	1
Crack Seal	650S	US421	1200W	Chesak	2
Crack Seal	1100W	500S	700S	Chesak	2
Crack Seal	700S	1075W	US421	Chesak	0.75
Crack Seal	400S	Range Road	Craigmile Ditch Bridge	Chesak	0.5
Crack Seal	450S	Range Road	Craigmile Ditch Bridge	Chesak	0.3
Crack Seal	50E	500S	Craigmile Ditch Bridge	Binkley	0.2
Crack Seal	700E	SR8	Yellow River Bridge	Norem	0.1
Crack Seal	CR210	SR10	Old SR10	Norem	4.5
Crack Seal	625E	CR210	Toto Road	Norem	<u>1.2</u>
				TOTAL	12.55
Cold Mix Asphalt	450S	650W	English Lake rd.	Chesak	1.25
Cold Mix Asphalt	300W	800S	.5 miles N of 900S	Chesak	0.5
Cold Mix Asphalt	900S	800W	end of pavement	Chesak	0.25
Cold Mix Asphalt	Range Road	800S	900S	Chesak	1
Cold Mix Asphalt	500E	500N	400N	<u>Binkley</u>	<u>1</u>
				TOTAL	4
Re-Gravel	1200E	550N	700N	Norem	1.5
Re-Gravel	1075E	500N	600N	Norem	1
Re-Gravel	1175E	700N	South St.	Norem	0.5
Re-Gravel	Daugherty St.	700N	Watson St.	Norem	0.2
Re-Gravel	Evergreen St.	700N	Watson St.	Norem	0.2

Re-Gravel	925E	850N	900N	Norem	0.5
Re-Gravel	850N	850E	End of Gravel	Norem	0.5
Re-Gravel	850E	800N	900N	Norem	1
Re-Gravel	900E	500N	650N	Norem	1.5
Re-Gravel	900E	700N	750N	Norem	0.5
Re-Gravel	500E	900N	End of Gravel	Binkley	0.2
Re-Gravel	525E	900N	End of Gravel	Binkley	0.2
Re-Gravel	500E	700N	800N	Binkley	1
Re-Gravel	500E	300N	400N	Binkley	1
Re-Gravel	50S	SR39	Dead end	Binkley	0.8
Re-Gravel	350E	SR10	700S	Binkley	1
				TOTAL	11.6
				TOTAL ROAD IMPROVEMENT MILES	28.15

CULVERT MAINTENANCE

Our first round of culvert replacements was conducted in April and May of this year. We had not planned on doing any more until our second round of culvert replacements begins in September unless circumstances warranted it. We did however replace one culvert this month (CR400N, just east of Range Road). We have now replaced 32 of the 59 deficient culverts that we identified earlier this year. We had initially planned on replacing about 40 of them but our first round of replacements went better than expected. We have a good chance of replacing the remaining deficient culverts by the end of the year. Of course, by the time we reassess the culverts next march more of our over 600 culverts may have deteriorated to the point where they warrant replacement or repair.

ROADWAY MAINTENANCE

The focus of this month's roadway maintenance was both roadside mowing and brush control around bridges.

According to our GPS records, since May 1st our five roadside mowers have combined to complete 7110 lane miles of mowing with 1,369 running hours and 107 idling/repair/maintenance/refueling hours. This equates to about four complete passes of the County and an average rate of 5 lane miles per hour. Although these levels are close to what we planned it has been a wetter spring than normal which means the vegetation has grown quicker and we have had more days than usual where the mowing was called off due to excessive rain. We are confident that if we maintain our current rate during the drier months of July and August that we will continue to have one of the better mowed Countys in the area. This benefits the citizens of our County by keeping the right ways clear, which allows for better overall sight distance and a considerable decrease in the number of roadway departure accidents on our County roads over the last few years.

TRAINING

- 1) PASER training for the Superintendent and the Project Inspector
- 2) Certified Construction inspection classes
- 3) Liability training for our Supervisors
- 4) Drug Training for Supervisors (Ricky Fisher and Ralph Saine)
- 5) Upcoming training August 7th Driving Simulators
- 6) Snow and Ice Control training in September
- 7) LTAP Road Scholar program continues

SAFETY

On June 14th, Steve Zackert of Bitco Insurance conducted a review of our field operations (cold mix asphalt paving on 500E). The review went very well; our Supervisors in the field answered all of his questions to his satisfaction and he was impressed by our overall adherence to safety guidelines in regards to traffic control, use of protective equipment, and effective communications among the crew while paving. Our only blemish to an otherwise excellent review was that a backup alarm on one of our trucks was not working. This is supposed to be checked on our morning walkarounds but we realized that it is not specifically on our walkaround checklist so apparently drivers, especially the newer ones, overlook this. We have just ordered our new daily drivers checklist from the printers and made sure we added a specific line for back up alarms.

The Superintendent continues to review each and every accident that occurs on our roadways and does an audit of the condition of the right away clearance, the sign placement, and anything else within the control of our Department. This reactive approach complements our proactive activities such as aggressive roadside mowing and brush control. We are seeing an increase in roadway departure accidents on our State routes. We will be working with INDOT to mitigate this.