

Starke County Highway Department Monthly Report – September 2016

CURRENT BRIDGE REPLACEMENTS

County Bridge #78 (250W, .5 miles S of Toto Rd.) Northern Indiana Construction won the bid. Construction is set to begin on October 1st. The estimated completion date is November 21st

County Bridge #96 (900S, .5 miles w of US421) We are replacing this bridge with a culvert. Northern Indiana Construction won this bid as well and construction will begin sometime this month.

County Bridge #50 (CR1150E, .9 miles S of SR10) The bid opening is tonight.

County Bridge #46 (CR900E, .9 miles S of SR10) The plans are in the design phase and should be ready for a bid opening later this year.

County Bridge #47 (CR625S, just W of 875E) The plans are in the design phase and should be ready for a bid opening later this year.

BRIDGE INSPECTIONS

The Superintendent met with USI Consultants today to coordinate Phase II of our current cycle of bridge inspections. They began the inspections today. They also provided the updated load rating for Bridge #27 (700E, over the Yellow River, .1 miles N of SR8). This bridge was repaired recently. The good news is that a load rating no longer needs to be posted and farm trucks can once again use that route.

CURRENT ROAD IMPROVEMENTS

Although mowing, brush cutting, patching, and other maintenance activities were worked on last month, most of our efforts have been in road improvements. Our goal for August was to pave/wedge ten miles and chip seal at least twenty miles. We achieved both goals. We paved eight, wedged four, and chip sealed twenty six (see below). Today we began our third round of paving. We will pave/wedge approximately nine miles this month, weather and material dependent.

IMPROVEMENT	ROAD	FROM	TO	MILES
ASPHALT WEDGING	600N	150E	300E	
ASPHALT WEDGING	800N	US35	500E	
ASPHALT WEDGING	500N	US35	300E	
ASPHALT WEDGING	INTERSECTION	OLDUS30	300E	
ASPHALT WEDGING	INTERSECTION	500E	700N	
ASPHALT WEDGING	50N	1025E	1200E	
ASPHALT WEDGING	900S	1175E	1200E	
ASPHALT WEDGING	100W	500S	450S	
ASPHALT WEDGING	800S	500W	600W	
ASPHALT WEDGING	900S	500W	600W	
ASPHALT WEDGING	400S	RANGE ROAD	100W	
ASPHALT WEDGING	100W	200S	250S	
ASPHALT WEDGING	100W	150S	200S	
ASPHALT WEDGING	RANGE ROAD	50S	SR8	
CHIP SEAL	600N	SR23	1100E	1
CHIP SEAL	775N	700E	825E	1.25
CHIP SEAL	525E	800N	900N	1
CHIP SEAL	600N	500E	STARKE ST.	1
CHIP SEAL	50N	US35	END OF PAVEMENT	0.5
CHIP SEAL	500E	200S	RR TRACKS NORTH OF SR8	1.25
CHIP SEAL	300E	100S	200S	1
CHIP SEAL	RANGE ROAD	200S	250S	0.5
CHIP SEAL	500S	150E	US35	2.5
CHIP SEAL	500S	US35	550E	1.5
CHIP SEAL	600E	SR10	800S	2.25

CHIP SEAL	800S	300E	450E	1.5
CHIP SEAL	100W	700S	800S	1
CHIP SEAL	700S	100W	250W	1.5
CHIP SEAL	200W	700S	800S	1
CHIP SEAL	CAMPBELL ST.	500W	NJ HIGH SCHOOL	0.25
CHIP SEAL	600W	700S	800S	1
CHIP SEAL	800W	700S	800S	1
CHIP SEAL	550S	1100W	1200W	1
CHIP SEAL	900W	TOTO RD.	400S	1
CHIP SEAL	PACIFIC AVE.	PORTLAND ST.	CAVANAUGH DITCH	0.5
CHIP SEAL	S. ROOSEVELT RD.	KNOX CITY LIMITS (SOUTHERN)	CANNON DITCH	0.25
DOUBLE CHIP SEAL	300E	800N	900N	1
DOUBLE CHIP SEAL	800N	300E	US35	1
DOUBLE CHIP SEAL	TOTO RD.	900W	850W	0.5
PAVING (HOT MIX)	700N	.2 MILES WEST OF 500E	.3 MILES WEST OF 500E	0.1
PAVING(COLD MIX)	500N	100E	200E	1
PAVING(COLD MIX)	480N	.25 MILES EAST OF 200E	300E	0.75
PAVING(COLD MIX)	150E	500N	.5 MILES N OF 500N	0.5
PAVING(COLD MIX)	1200E	150N	300N	1.5
PAVING(COLD MIX)	150N	1100E	1200E	1
PAVING(COLD MIX)	200E	TOTO RD.	350S	0.5
PAVING(COLD MIX)	350S	150E	200E	0.5
PAVING(COLD MIX)	450S	RANGE ROAD	100E	1
PAVING(COLD MIX)	100W	TOTO RD.	250S	0.5
PAVING(COLD MIX)	200S	RANGE ROAD	TOP OF HILL, .4 MILES WEST OF RANGE ROAD	0.4
PAVING(COLD MIX)	700S	775W	800W	0.25

LTAP/PURDUE INTERSECTION RECOMMENDATIONS

Earlier this summer we asked LTAP/Purdue to study three of our County intersections This is a summary of their recommendations.

- 1) **CR600S/CR 210 at Bass Lake.** There is a sight distance problem at this triangle intersection. Vehicles travelling from US35 to the lake have a problem seeing oncoming traffic when they want to take a left onto CR210. Purdue's recommendation is to install a T-Intersection. **We suggest that we present this at the next Bass lake Property Owner's meeting for their input before we make any decisions.**
- 2) **CR200N/CR500E** This is a two way stop with the stop signs placed on 200N. If you drive that road the placement seems counter intuitive. We asked Purdue to investigate switching the signs to 500E. They recommend we do a traffic volume study and cut the vegetation to improve existing sight distance before a decision is made. They have offered to do the volume study free of charge. **We recommend that we take them up on their offer and ask them to do the traffic volume study.**
- 3) **CR400N/CR300E** This is currently a two way stop. We asked Purdue to look into making this a four way stop because of sight distance problems. They agreed that a four way stop is necessary. **We also recommend a four way stop, set up with new traffic pattern ahead signs much like the new four way stop we installed at CR210 by Sporty'z Pub at Bass Lake.**

WINTER OPERATIONS

This month we will be preparing for winter operations by ordering supplies (blades, salt, etc.), reviewing our plow routes, and fine tuning our brine spraying. We will also be calibrating our sanders this month.