

Starke County Highway Department

Monthly Report – May 7th, 2018

April has been a very busy month for the Highway Department. We completed a wide variety of tasks in many different weather conditions. We plowed snow, completed flood repairs, applied for flood reimbursement funds, replaced culverts, made cold mix asphalt, hauled in material, reassessed our road conditions, revised our paving schedule, began a bridge replacement (bridge 58, on 800S), Refitted our plow trucks for summer work, removed our summer equipment from the glove factory, serviced that equipment, completed roadwork at the fairgrounds, patched all our County roads, graded many of our County's gravel roads, attended numerous trainings, began negotiations on our bridge inspection contract, met with equipment vendors, and last but not least logged numerous citizens' request for our services. When the warmer weather arrives we traditionally receive many of these requests. We will get to them all this summer but we ask everyone to be a little patient with us. The flood recovery and repairs, in combination with the transmission line installation repairs has set our entire schedule back a few months. We are working hard to get it all done.

ROADWAY MANAGEMENT

- 1) COMMUNITY CROSSINGS – As of tomorrow will will have completed the three Community Crossings projects we were awarded in October of 2017. We have purchase order numbers from INDOT for each projects and we will be reimbursed for all three during the next month. All of the reimbursed money will be going back into the CEDIT line items "County Bridges" and "County Roads" . The total reimbursement and awarded Community Crossings fund amount is approximately \$575,000.00. The three projects are:
 - 1) Bridge 50, bridge replacement, on 1150E between SR10 to 675S
 - 2) Bridge 47, bridge replacement, on 625S between 850E to 900E
 - 3) 300E, HMA (hot mix asphalt) overlay from SR 8 to 250ft. south of Division Road --- Originally scheduled for May 14th, Rieth Riley was able to begin the work today. They are doing the paving one lane at a time, enabling them to keep 300ED open during the project. They finished the binder course today and will be done with the surface coat tomorrow. When it is complete all three of our 2017 awarded Community Crossings grants will be complete.



2) FLOOD RECOVERY

- 1) FEMA and FHWA reimbursements – We are working on both organizations in regards to reimbursement for the flooding. The FHWA has jurisdiction over our Federal Aid roads (Range rd., Toto Rd., 500N, etc...) FEMA has jurisdiction for fund reimbursement over all our other county roads.
- 2) We have replaced numerous culverts on a temporary basis. We have completed the permanent repair of the culvert at the intersection of 600E/900N. We coordinated that effort with the County Surveyor. We will be completing the permanent repair on the other flood related culverts in the next month, including some drainage work on 450E near the DNR property on Toto Road. The Superintendent is meeting with a local farmer later this week to discuss that effort.

COMPLETED TEMPORARY CULVERT REPAIRS

2/27/2018	TEMPORARY CULVERT REPAIR	700S b/t 250W and 300W	Excessive rain caused excessive drainage and flooding problems that needed to be alleviated by a culvert replacement. The roadway was in danger of becoming impassable if immediate corrective action was not taken. 50' of 60" CMP plus two 60" bands
3/2/2018	TEMPORARY CULVERT REPAIR	750S, just east of 975E	Excessive rain caused excessive drainage and flooding problems that needed to be alleviated by a culvert replacement. The roadway was in danger of becoming impassable if immediate corrective action was not taken. 70' of 72" plus one 70" band
3/9/2018	TEMPORARY CULVERT REPAIR	200E, just South of SR8	Excessive rain caused excessive drainage and flooding problems that needed to be alleviated by a culvert replacement. The roadway was in danger of becoming impassable if immediate corrective action was not taken. 70' of 72" plus one 70" band
3/16/2018	TEMPORARY CULVERT REPAIR	English Lake Road, 1/8 mile south of Toto Road	Excessive rain caused excessive drainage and flooding problems that needed to be alleviated by a culvert replacement. The roadway was in danger of becoming impassable if immediate corrective action was not taken. 35' of 18" CMP plus one 18" bands
3/20/2018	TEMPORARY CULVERT REPAIR	Intersection of 600E and 900N	Excessive rain caused excessive drainage and flooding problems that needed to be alleviated by a culvert replacement. The roadway was in danger of becoming impassable if immediate corrective action was not taken. 60' of 60" CMP plus one 60" band

FLOOD RECOVERY CULVERTS STILL TO BE REPLACED

CULVERT REPLACEMENT	Intersection of 250N and 50W, two new culverts needed, 120' of 36"	Excessive rain caused excessive drainage and flooding problems that needed to be alleviated by a culvert replacement. The roadway is in danger of collapsing. Corrective action required.
CULVERT REPLACEMENT	125W, 1/4 mile south of 300N, new culvert needed, 50' of 24"	Excessive rain caused excessive drainage and flooding problems that needed to be alleviated by a culvert replacement. The roadway is in danger of collapsing. Corrective action required.
CULVERT REPLACEMENT	Intersection of Range Road and 400N, 50' of 60"	Excessive rain caused excessive drainage and flooding problems that needed to be alleviated by a culvert replacement. The roadway is in danger of collapsing. Corrective action required.
CULVERT REPLACEMENT	400N, just east of Range Road, 40' of 24"	Excessive rain caused excessive drainage and flooding problems that needed to be alleviated by a culvert replacement. The roadway is in danger of collapsing. Corrective action required.
CULVERT REPLACEMENT	Range Road, 3/8 mile S of 600N, 50' of 36"	Excessive rain caused excessive drainage and flooding problems that needed to be alleviated by a culvert replacement. The roadway is in danger of collapsing. Corrective action required.

CULVERT REPLACEMENT	Intersection of 900E and 500N just south of 500N, 50' of 36"	Excessive rain caused excessive drainage and flooding problems that needed to be alleviated by a culvert replacement. The roadway is in danger of collapsing. Corrective action required.
CULVERT REPLACEMENT	25N, 1/2 mile East of Sr35, 60' of 24"	Excessive rain caused excessive drainage and flooding problems that needed to be alleviated by a culvert replacement. The roadway is in danger of collapsing. Corrective action required.
CULVERT REPLACEMENT	400N, 1/4 east of Range Rd., 40' of 24"	Excessive rain caused excessive drainage and flooding problems that needed to be alleviated by a culvert replacement. The roadway is in danger of collapsing. Corrective action required.
CULVERT REPLACEMENT	300E, 1/2 north of 800N, 50' of 24"	Excessive rain caused excessive drainage and flooding problems that needed to be alleviated by a culvert replacement. The roadway is in danger of collapsing. Corrective action required.
CULVERT REPLACEMENT	300e, 1/4m south of 900N, 50' of 24"	Excessive rain caused excessive drainage and flooding problems that needed to be alleviated by a culvert replacement. The roadway is in danger of collapsing. Corrective action required.
CULVERT REPLACEMENT	700N, 1/2 mile West of 300E, 60' of 36"	Excessive rain caused excessive drainage and flooding problems that needed to be alleviated by a culvert replacement. The roadway is in danger of collapsing. Corrective action required.
CULVERT REPLACEMENT	700N, 1 mile west of 300E, 60' of 36"	Excessive rain caused excessive drainage and flooding problems that needed to be alleviated by a culvert replacement. The roadway is in danger of collapsing. Corrective action required.

3) We are also replacing all the culverts on the road that need substantial flood recovery paving. It doesn't make sense to pave a road then tear it up later to replace a culvert. Here are the roads that we are repairing as a result of the flooding this Spring. The list is not necessarily complete. We may need to add or extend a road on the list as conditions demand.

Here is the list of the flood repairs we have already completed:

Wedging/Pavement repairs	250N from 100E to 125W, 2.25 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	125W, from 250N to 300N, .5 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	300N, from Range road to LaPorte County line, 1.5 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	Range Road from 250N to 400N, 1.5 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	600N from 150E to 300E, 1.5 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	300E from 250N to 400N, 1.5 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required

Wedging/Pavement repairs	Old US30, 300E to US35, 1 mile	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	300E from US30 to 900N, 3 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	700N from 1/2 mile west of 300E to 50E, 2 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	700N, 1/2 mile west of US35, 1/5 mile wedge	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Chip Seal repair	800N from 300E to US35, 1 mile	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	600E from 800N and 900N, 1 mile	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	1100E from US30 to Circle Ave, 3 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	900E from 300N to 500N, 2 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	25N from US35 to 600E, 2 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	50S from 700E to 800E, 1 mile	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	700E from SR8 to 1/4 south of SR8, .25 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	700S from 975E to 1100E, 1.25 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	850E from 750S to 850S, 1 mile	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	850S from 750E to 850E, 1 mile	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	700S from 250W to 300W, .5 mile	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	300W from 250S to dead end, 2 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required

Wedging/Pavement repairs	Range road, from SR8 to the Yellow River bridge, .5 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	100W from 250N to SR8, 1.5 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required

Here is the current list of flood damaged roads that will be repaired this summer:

Wedging/Pavement repairs	250N from 100E to 125W, 2.25 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	125W, from 250N to 300N, .5 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	300N, from Range road to LaPorte County line, 1.5 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	Range Road from 250N to 400N, 1.5 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	600N from 150E to 300E, 1.5 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	300E from 250N to 400N, 1.5 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	Old US30, 300E to US35, 1 mile	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	300E from US30 to 900N, 3 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	700N from 1/2 mile west of 300E to 50E, 2 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	700N, 1/2 mile west of US35, 1/5 mile wedge	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Chip Seal repair	800N from 300E to US35, 1 mile	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	600E from 800N and 900N, 1 mile	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	1100E from US30 to Circle Ave, 3 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required

Wedging/Pavement repairs	900E from 300N to 500N, 2 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	25N from US35 to 600E, 2 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	50S from 700E to 800E, 1 mile	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	700E from SR8 to 1/4 south of SR8, .25 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	700S from 975E to 1100E, 1.25 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	850E from 750S to 850S, 1 mile	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	850S from 750E to 850E, 1 mile	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	700S from 250W to 300W, .5 mile	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	300W from 250S to dead end, 2 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	Range road, from SR8 to the Yellow River bridge, .5 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required
Wedging/Pavement repairs	100W from 250N to SR8, 1.5 miles	Excessive rain caused deterioration and delamination of the pavement. The pavement is in danger of failing. A cold mix asphalt wedge is required

We have already Completed the major road repair on Range Road, south of SR8. Today we completed our second major flood damage repair on our summer list. We widened and hot mixed 700E from SR8 to 1/5 mile south of SR8.



- 4) Last fall transmission lines were installed by NIPSCO in North Bend and California townships. This installation cause substantial damage to our roadways. We are in the process of repairing these roads. We sent our road grader to those two townships last week to repair the gravel roads and to prepare the damaged paved roads. We have made over 7500 tons of cold mix asphalt this Spring that we will use to repair these roads and the flood damaged roads. We will also make an additional 15 to 20,000 tons of cold mix later this summer to complete those repairs. Here is a list of those roads that will either be paved, wedged, or graded

600 E. between 800 S. & 900 S.

975 E. between 625 S. & 700 S.

850 E. between 750 S. & 800 S.

700 E. between 800 S. & 900 S.

1150 E. between SR10 & 750 S.

625 S. between 850 E. & 1000 E.

1000 E. between SR10 & 625 S.

900 S. between US35 & 700 E.

900 E. between SR 10 & 625 S.

900 S. between US35 & 125 E.

Toto Rd. between SR 23 & 1200 E.

- 5) Mowing/brush cutting. – Our part time mowers started the last week of April. We started them a week early this year to allow for more time for training and acclimation to their new positions. We have found that if we wait until mid-May start them it takes them at least until June to “hit their groove”. We don’t get many mowing complaints but most of those we do get are early in the Summer. Our two brush choppers have also been very busy since mid April. We commit more resooources to mowing than your typical rural County but we feel that it has paid dividends for the citizens of our County in terms of both safety and aesthetics.
- 6) Patching – We patched as much as possible in April. Every time a driver had a free moment he was told to go patch. We used over 300 tons of patch in April.

BRIDGE MANAGEMENT

Current Bridge Projects

Priority	Bridge Number	Location	Sufficiency Rating	Status	Completion year
1	36	CR25N over Eagle Creek, .1 miles W of 600E	26.9	Construction begins in May 2018, Laporte Construction	2018
2	58	CR800S over Bogus Run, 0.02 miles E of CR200W	35.9	Construction has begun, it is approximately 75% complete	2018
3	154	CR100E over Robbins Ditch, .4m N of CR400N	47.1	Plans Complete, bid opening June 2018	2018
4	7	CR1200E over the Yellow River, .5M N of CR250S	35.2	JPR is 75% done with the design, we are looking at an October 2018 bid opening	2018/2019

CEDIT

We are submitting our annual appropriation for County Bridge and Road Cedit funds. 50% of the CEDIT each year goes for County bridges. This year's bridge total is \$688, 545.48. This is being allocated for the Bridges already being replaced on the list above as agreed by both the Council and Commissioners in meetings in 2016 and 2017. We are also requesting that \$35,857.00 from CEDIT goes to the County Road line item for the 300E Community Crossings match. We are receiving over \$100,000 from the State for this paving. The County's 25% match is \$35,857.00. Initially last year on June 17th the Council approved \$50,000 for this project. We need them to re-approve this appropriation for 2018 in CEDIT funds for this project. Thankfully the bid came in much less than expected and we only need the \$35,857.00. We are requesting that the Commissioners approve these two appropriations and recommend them to the Council for final approval.

TRAINING

This month, besides our usual weekly morning meetings, we sent employees to the following trainings:

LTAP Road Scholar Temporary Traffic Control

LTAP Heavy Equipment Operator Training Course #1

Risk Management – Slips, Trips, and Falls

Updated training schedule for 2018

5/6 to 5/8 **APWA Snow Conference in Indianapolis**

May 17 LTAP Road Scholar MUTCD (Manual of Traffic Control Devices) workshop

June 14 Chainsaw Safety Class - Fair Oaks Farm

Here is our current LTAP and APWA training chart. The Yellow highlighted trainings are for all employees and the Green highlighted trainings are primarily for Supervisors. Two of our employees have reached Road Scholar Milestones and will be presented with their graduation certificates and Purdue "Road Builder" hard hats in June at the IACHES (Indiana Association of County Highways and Supervisors) conference in Indianapolis. Dale Conley, the Operations Foreman has completed

the 12 core classes and accumulated the required 300 experience points. He will be awarded Road Builder status and will receive his white Purdue Road Builder hard hat. Rik Ritzler, the Superintendent, has completed the requirements for Master Road Builder status. This includes all 12 core classes, 300 experience points, and 300 hundred additional training points. He will receive his gold Purdue Master Road Builder hard hat. Of the approximately 7,500 State, County, City, and Town highway/street employees in Indiana, less than 50 have achieved Master Road Builder status.