

Starke County Highway Department Monthly Report – September 3rd , 2019

Culvert Collapse – Installation of new bridge #158 on CR700E, .5 miles S of CR700N

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 for that direction. 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

COLD MIX PAVING ROUND 1

	MILES
700S FROM 200E TO 300E	1
200E FROM 800S TO 900S	1
600E FROM 800S TO 900S	1
850E FROM ^{NORTH OF} 850S TO 625S	2
900E FROM 625S TO BRIDGE	.25
450S FROM 1000E TO 1150E	1.5
600W FROM 500S TO SR10	1
300E FROM RR TRACKS TO 500N	1.2
100W FROM 400S TO 450S	.50
SAN PIERRE - WEST SIDE	3

CR 410E/190N SUBDIVISION 1.25

600N FROM 150E TO 300E
1.5

August 5, 2019

Dale

Cody

Maise - out at noon

Ed Days Off - Aug. 2, 5, 9, 12, 19 + 26

Sept. - Working every day up to +
including 9/24 - last Day



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.