

2008 Annual Report

Dawes County Roads Department



Dawes County Commissioners
Chadron, Nebraska 69337

January 21, 2009

Dear Commissioners:

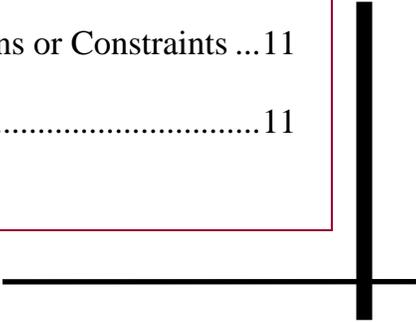
This report from the Dawes County Roads Department is in accordance with Nebraska State Statute 39-1512.

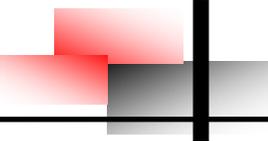
The report outlines the work performed in 2008 of Dawes County's roads, bridges, and culverts. This report also lists proposed work in maintaining, repairing and/or constructing any roads, bridges, or culverts for the calendar year 2009.

Respectfully submitted,

Harvey Keim
Highway Superintendent

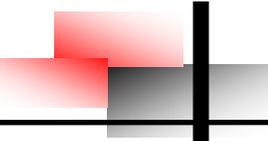
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Introduction

The purpose of this report is to provide information to the Dawes County Board of Commissioners in accordance with Nebraska State Statute 39-1512. Additionally, it becomes a public statement on the functions and duties of the office of the Highway Superintendent. The Highway Superintendent will clarify or provide any additional information that may be requested.



Bridges

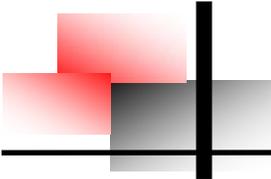
Bridge — Status

There are 55 bridges in Dawes County that meet the Federal Highway Administration (FHWA) size of 20 feet or more in length. Of these 55 structures, 31 are steel and/or concrete, 22 are timber structures, 2 are culverts (1 steel and 1 concrete). Fifteen of these bridges were inspected by Dawes County. All the timber structures were inspected and evaluated by contracted inspectors for Nebraska Department of Roads (NDOR) for updated load ratings. As a result of their evaluations, Dawes County Road crews repaired four bridges in 2008. They are as follows:

C002300505 on Toadstool Road had the south cap replaced,
C002310905P on Mill Road had four new piles drove on north abutment and a new cap installed,
C002313410 on Buttermilk Road had one pile repaired in the east abutment, and
C002314410 on Bethel Road had the deck removed, one broken stringer removed and replaced with two (2) stringers and new planks were installed on the deck in July 2008.

September 2008, the Dawes County Superintendent checked under the bridge C002314410 on Bethel Road and found that the two (2) stringers that the county had previously installed were broken. In January 2009, the road crews removed the deck and replaced the two (2) broken stringers with three (3) stringers in their place.

Bridges C00231705 on Squaw Creek Road and C002323810 on Barber Road remain closed with plans being prepared for the repair or replacement of these structures.



Bridges con't.

Routine Maintenance

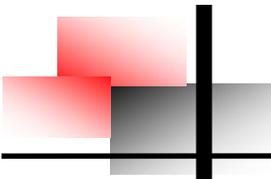
Miscellaneous repair work was addressed and completed in-house. That work consisted of deck repair, debris removal, washing, and erosion control.

Bridge Repairs or Replacement Projects — Proposed Work for 2009

- C002316705 on Long Road repair the culvert headwall
- C002301705 on Squaw Creek bridge replace with pipe arch
- C002314410 on Bethel Road replace Soester bridge with pipe arch
- Replace the cattle pass on Hough Road
- Replace the cattle pass on Table Road

Bridge Repairs or Replacement Projects — Possible Project Work for 2009 Depending on Hydraulic Analysis and Money Available

- Replace the bridge on Barber Road

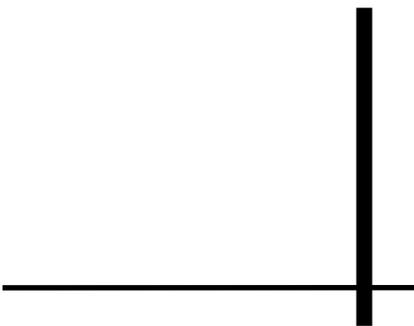


Roads

The maintenance of our roads consumes the greatest amount of time and money. The existence of Dawes County roads is why we plow snow and gravel. It is why we have the equipment we do, why we gravel, and do roadside maintenance. The sections that follow address our activities in the area during the past year and our plans for 2009.

Road — Surface — Graveling

District One Gravel Projects:

- Beaver Valley — from Sheridan County line to 1/2 mile east of Davenport Road — 6.5 miles
 - Egan Road — 4 miles on east end to Long Road intersection
 - Table Road — spot gravel east of Highway
 - Long Road — spot gravel on north end
 - Wayside Road — spot gravel
 - Kay Road — spot gravel
- 

Road — Surface — Graveling con't.

District Two Gravel Projects:

- Table Center Road — 3 miles to north end
- Table Road — spot gravel
- Hereford Road — spot gravel
- Highland Road — spot gravel
- Old Dunlap Road — spot gravel
- Pepper Creek Road — gravel — 1 mile

District Three Gravel Projects:

- Haynes Road — from Highway south 3 miles and 1/2 mile north of Bethel intersection
- Bethel Road — cleaned ditches and graveled 1 mile from Haynes intersection west
- Squaw Creek Road — cleaned ditches and graveled — 2.5 miles
- Cut Across Road — gravel — 1 mile
- Sawlog Road — spot gravel
- Dodd Road—spot gravel
- Ferguson Road — spot gravel
- Whitney Lake Road — spot gravel
- Bethel Road — spot gravel
- Eleson Road — from Faulk to Bethel Intersection — 2 miles

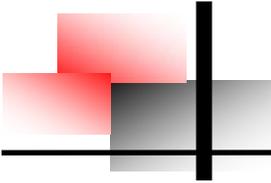
24 miles were graveled and spot gravel for the 2008 year.

Gravel Projects — Proposed Work for 2009

- Beaver Valley Road — 6.5 miles gravel (west end)
- Table Road — 3 miles gravel (west end)
- Pepper Creek Road — 5 miles gravel
- Four Mile Road — 4 miles gravel
- Toadstool Road — 2 miles gravel from highway west
- Camp Norwesca Road — 1.75 miles gravel
- Egan Road — 3 miles gravel
- Long Road — 1 mile gravel

Gravel Projects — Possible Project Work for 2009 Depending on Time and Money

- West Belmont — 3 miles west from Highway 2
- Goffena Road — 2 miles



Roads con't.

Ditches — Maintenance

Improvements were made to several ditch systems this last year. They include the following:

District One Clean Ditches, Culvert Projects, and Gravel

- Egan Road — clean ditches and gravel — 4 miles

District Two Clean Ditches, and Gravel.

Table West Road end — clean ditches — .5 miles

District Three Clean Ditches and Gravel.

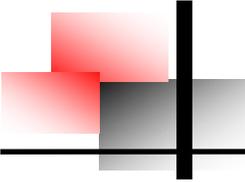
- Squaw Creek Road — clean ditches and gravel — 2.5 miles
- Bethel Road — clean ditches and gravel Haynes Intersection — 1 mile

Clean ditches, Pull Shoulders and Gravel Projects — Proposed Work for 2009

- Four Mile Road — clean ditches and gravel — 4 miles
- Toadstool Road — clean ditches and gravel from Highway 71 west — 2miles
- Faulk Road — from Dry Creek intersection south and west clean ditches and gravel — 1.25 miles
- Dry Creek Road — Faulk intersection east clean ditches and gravel — 1.25 miles
- Long Road — clean ditches and gravel — 1 mile
- Old Dunlap Road — Pepper Creek north clean ditches and gravel — 2 miles
- South Belmont Road — clean ditches and gravel — 1.2 miles
- Table Road — clean ditches and gravel west end — 3 miles

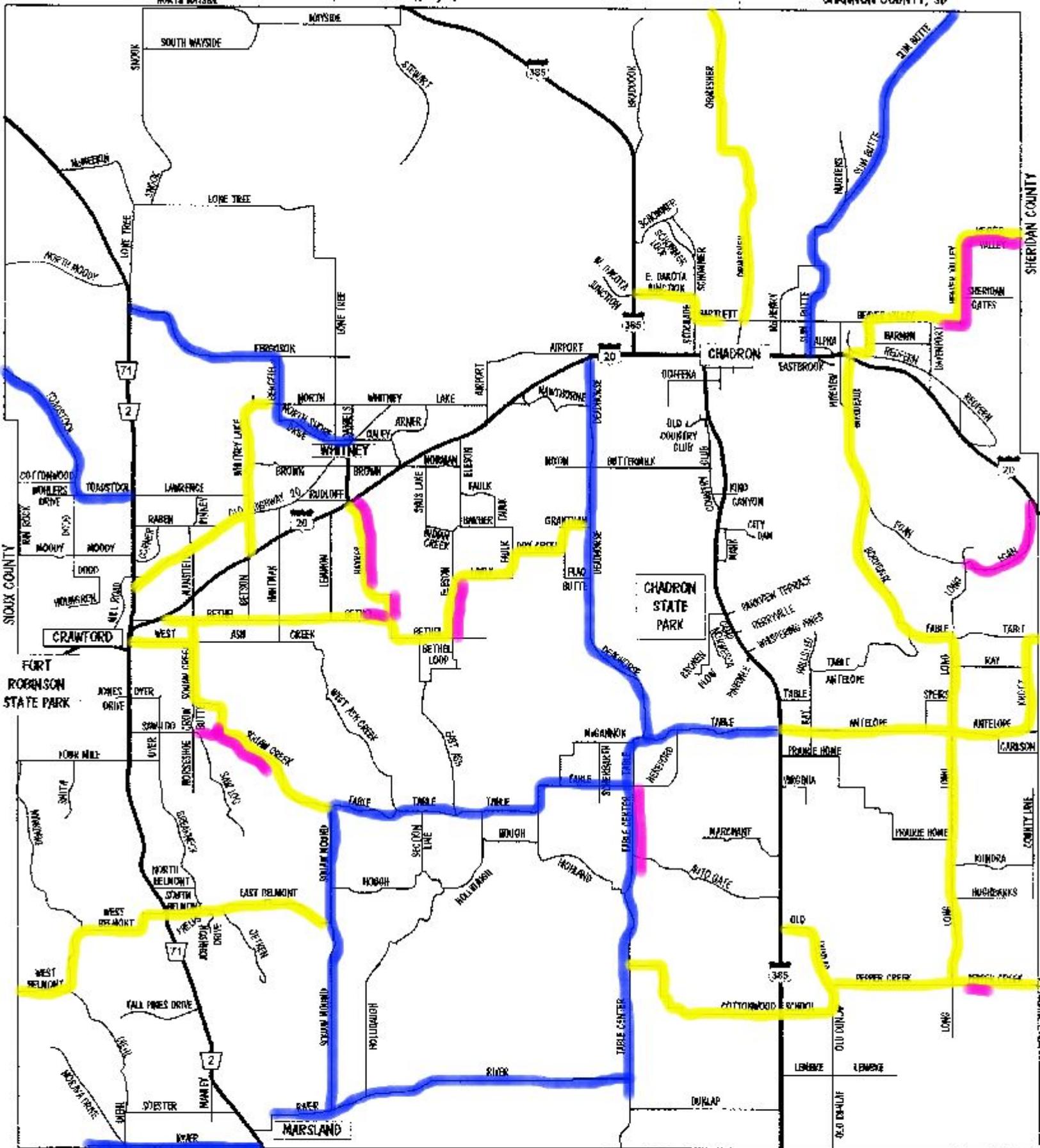
Roads — Surface — Maintenance

During 2008, about 4,550 feet (Highway 20 to Chadron Airport) was chip sealed by Topkote Inc. from Yankton, South Dakota.

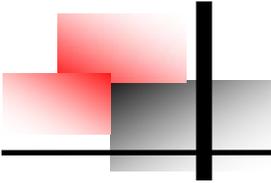


Maps

The following maps show the classification, improvements, and gravel projects for 2008.



Legend: Other Arterial ■ Collector ■
 Improvements - Gravel Jobs ■



Roads — Signs

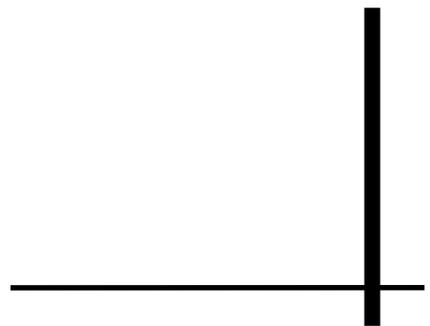
The Highway Superintendent relies on direct observation and reports from work crews in the field and the public to determine what signs need to be cleaned, reset, or replaced. Additionally, the Highway Superintendent performs an annual night inspection of all signs along county roads which provides an excellent record of the signs' conditions and it is used for our replacement program.

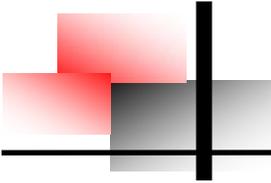
In September 2007, Dawes County applied for and received a sign assistance grant through the High Risk Rural Road committee.

The Hazard Elimination Program is a “core safety program” for Highway Safety Construction. This program is provided for in Title 23, Section 148 of U.S. Code, and is part of the Highway Safety Improvement Program (HSIP) which is provided for in 23 CFR, Part 924, which is administered by the Federal Highway Administration. The State of Nebraska maintains a Multi-Disciplinary High Risk Rural Road Committee to oversee facets of the HSIP. The High Risk Rural Road Committee has determined that it is desirable to erect signage warning motorists on county roads of horizontal curves in the State of Nebraska. The High Rural Road Committee in 2007, approved a project known as STPP-STWD() – Horizontal Curve Signage to accomplish the following: 1) Install appropriate horizontal curve warning signage in advance of, and/or throughout, curves which are not currently marked. 2) Install appropriate horizontal curve warning signage in advance of, and/or throughout, curves which are improperly marked. 3) Replace existing horizontal curve warning signage which has been damaged or doesn't meet retro reflectivity standards.

Dawes County was awarded 768 signs and 988 posts to be installed within 18 months of receiving the materials. This grant was a federal share grant of 80% federal or state and 20% county share. The county's labor for installing the signs will be the county's 20% share of the cost of the signs. The rest of the time and money spent on signs was routine maintenance and repairs to posts and signs.

The Dawes County road crews have been in the process of putting up the new signs with completion of the project by November 27, 2009.





Equipment

Equipment

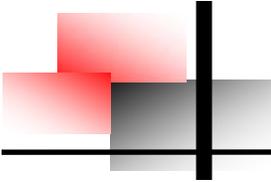
The 2008 F250 Pickup was purchased and paid in full in March 2008.

The John Deere Excavator was paid off as of June 25, 2008.

The 615C Cat Scraper was paid off as of August 5, 2008.

The following equipment will be or proposed to be purchased in 2009:

- Purchase 2009 F150 Ford pickup.
- Finish payment in May 2009 on 160H Cat Grader.
- Purchase a used semi tractor.
- Budget for a pickup for the Crawford crew.



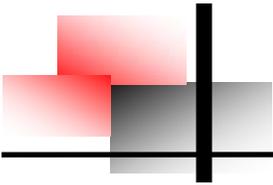
Budget

Budget Status

The 2007-2008 Dawes County Department of Roads adopted budget was \$1,105,050. The Roads Department actually spent \$1,098,019.

The 2008-2009 Roads Department adopted budget is \$1,252,530.

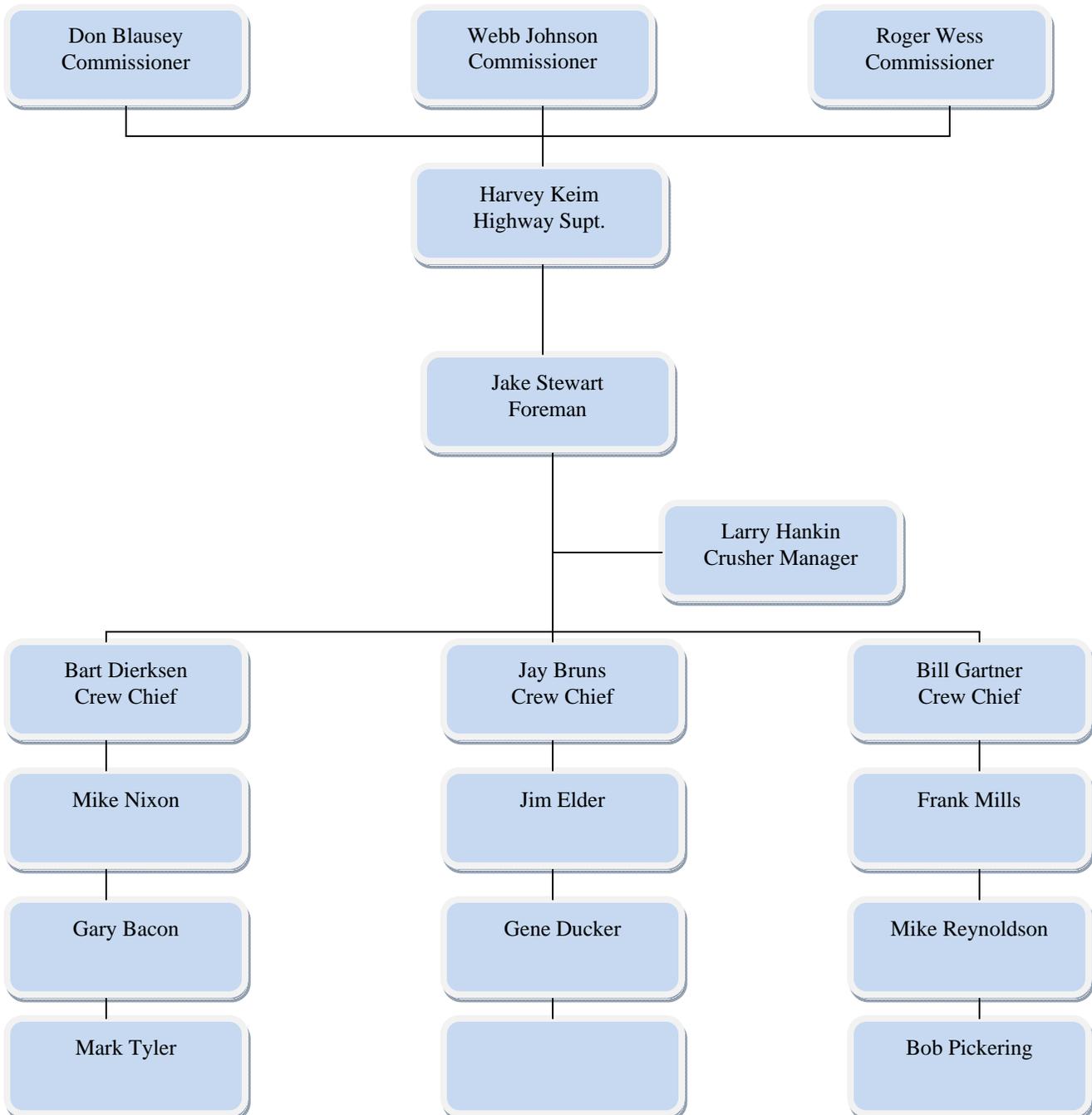
The Surface Transportation Fund has built up to approximately \$900,000 dollars (none of which was spent in 2008). This is an 80% federal and 20% county match fund.

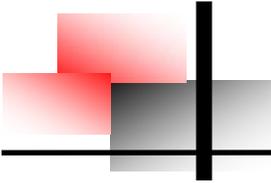


Personnel

Personnel

The relative stability of our work force continued in 2008. Christi Marsh, part-time administrative assistant, resigned in June. The position she vacated has not been filled. Kasey Kummer, Crusher Manager, resigned to take a job in Montana in October. Larry Hankin was promoted to Crusher Manager. Eugene Ducker was hired to fill Larry Hankin's position on the road crew. The Road Department's organizational chart is as follows:



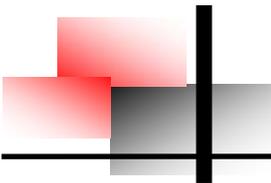


Issues, Concerns or Constraints

Issues, Concerns or Constraints

The issues at the Dawes County Roads Department are the same as they are in other departments as well as other road departments across the state. The cost of labor, equipment and material have risen to the point that the government cannot afford to keep up with our infrastructure.

The concern is that leaves us with appropriately 700 miles of county roads and 55 bridges to inspect and repair. The fear of falling behind is on the horizon. We work diligently to provide the level of service that our customers, the taxpayers, expect. As we look for additional funding, we are finding that the resources are not as available and have more strings attached, so we make due with what we have and stretch the dollars as far as possible.



Conclusions

Conclusions

The Dawes County Roads Department staff and crew strive to achieve high, but, I believe, attainable goals. 2009 will be no exception with the ambitions of us all, focused upon yet an even more productive year than last, in serving our citizens professionally and expeditiously.

The costs associated with road and bridge maintenance and construction continued to climb in 2008. Significant increases are also being seen on products and services this year. Continuing increases in costs coupled with a flat revenue stream place an increasing strain on the budgeting process and consequently potentially threaten the service level that can be delivered. It is our goal to spend the available funds prudently in an attempt to preserve the existing roadway system in Dawes County. Despite these ongoing challenges, the Highway Superintendent's office remains committed to providing the best quality service and infrastructure possible for the traveling public.

This report summarizes the major contributions of the Dawes County Roads Department that have been accomplished during 2008 and the proposed work for 2009.