



2009 Annual Report

Dawes County Roads Department



Dawes County Commissioners
Chadron, Nebraska 69337

January 25, 2010

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 2009 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 2010.

Respectfully submitted,

Harvey Keim
Highway Superintendent

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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 54 bridges in Dawes County that meet the Federal Highway Administration (FHWA) size of 20 feet or more in length. Of these 54 structures, 31 are steel and/or concrete, 20 are timber structures, 3 are culverts (2 steel and 1 concrete). Twenty-one of these bridges were inspected by Dawes County in 2009.

Bridge Number C00231705, on Squaw Creek Road, was replaced with a pipe arch culvert and opened to the public in December 2009.

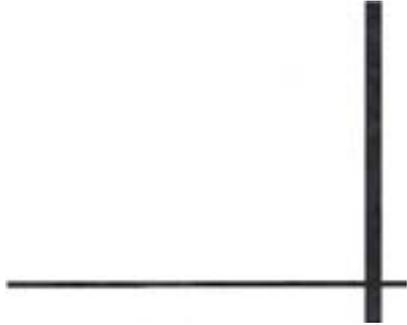


Beginning of Pipe Arch Culvert
on Squaw Creek Road



Completion of Pipe Arch Culvert on Squaw
Creek Road

Bridge Number C002323810, on Barber Road, was vacated including 1/4 mile of Barber Road and the property was reverted back to the landowner. This bridge is now a private bridge and is off the state and county inventory of bridges.



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 2010

- C002316705 on Long Road repair the culvert headwall
- C002314410 on Bethel Road replace Soester bridge
- Replace the cattle pass on Table Road
- Replace the cattle pass on Bethel Road between Crown Butte Road and Hartman Road

Bridge Repairs or Replacement Projects - Possible Project Work for 2010 Depending on Hydraulic Analysis and Money Available

- None at this point of time



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 2010.

Road - Surface - Graveling

District One Gravel Projects:

- Beaver Valley-1.5 miles





Roads con't.

Road - Surface - Graveling con't.

District Two Gravel Projects:

- Camp Norwesca Road - 2.1 miles
- King Canyon Road - 1 mile
- City Dam Road -.5 mile
- River Road - fix washout and spot gravel
- Squaw Mound Road - Reset two culverts, fix wash outs and spot gravel
- East Belmont Road - spot gravel
- Johnson Drive - spot gravel
- Oetken Road - spot gravel
- Hollibaugh Road - spot gravel
- Table Road - 2.5 miles west end

District Three Gravel Projects:

- Toadstool Road - 2 miles
- Squaw Creek Road - .5 mile
- North Moody Road -.5 mile
- Moody Road-spot gravel
- Dyer **Hill** Road-spot gravel
- North Whitney Lake Road-spot gravel
- Whitney Lake Road-spot gravel
- Sawlog Road-spot gravel

12 miles were graveled and spot gravel for the 2009 year.

Gravel Projects - Proposed Work for 2010

District One Gravel Projects:

- Beaver Valley Road - 4.5 miles (west end)
- Goffena Road - spot gravel

District Two Gravel Projects:

- Pepper Creek Road - 5 miles
- Mayflower Road - .5 mile





Roads con't.

Gravel Projects - Proposed Work for 2010 con't.

District Three Gravel Projects:

- Squaw Creek Road - 3.5 miles
- Crow Butte Road - 1 mile
- Stockade Road - .6 miles

Gravel Projects - Possible Project Work for 2010 Depending on Time and Money

- West Belmont Road - 3 miles west from Highway 2

Ditches - Maintenance

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

District One Clean Ditches and Gravel:

- Beaver Valley Road - clean ditches and gravel - .5 mile

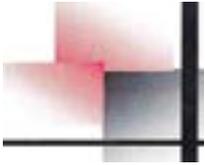
District Two Clean Ditches, Culvert Projects, and Gravel:

- River Road - fix washout, clean ditches and gravel - .1 mile
- Squaw Mound Road - reset two culverts that was damaged from heavy rain, clean ditches
 - and gravel - .3 mile
- Table West Road end - clean ditches and gravel- 2.5 miles
- Camp Norwesca Road - clean ditches and gravel- 2.1 miles
- King Canyon Road - clean ditches and gravel - 1 mile
- City Dam - clean ditches and gravel - .5 mile

District Three Clean Ditches and Gravel:

- Toadstool Road - clean ditches and gravel - 2 miles





Roads con't.

Clean ditches, Pull Shoulders and Gravel Projects - Proposed Work for 2010

District One Clean Ditches and Gravel:

- Egan Road - 3 miles
- Long Road - 1.1 miles

District Two Clean Ditches and Gravel:

- Old Dunlap Road - 3.5 miles
- Cottonwood School Road - 2 miles
- Deadhorse Road - 2 miles
- Nixon Road - 1.5 miles
- Dry Creek - 1.25 miles

District Three Clean Ditches and Gravel:

- West Ash Creek Road - 2 miles
- South Belmont Road - 1.2 miles
- Four Mile Road - 4 miles
- Old Hwy 20 Road - 1 mile
- Faulk Road - 3.25 miles

Proposed Roads - Surface - Maintenance

County Club Road (Highway 385 to bridge) - chip seal



Roads Signs

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.

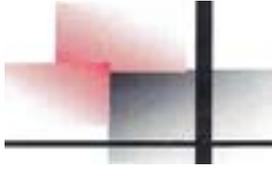
The Hazard Elimination Program is a "core safety program" for Highway Safety Construction. This program is provided for in Title 23, Section 148 of u.S. Code, and is part of the Highway Safety Improvement Program (HSIP) which is provided for in 23 CFR, Part 924, which is administered by the Federal Highway 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-STWDO - 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 finished the sign replacement project in October 2009. This complete the **HRRR** contract and gives the residents and visitors of Dawes County good signage for turns and curves

In 2010, Dawes County plans to install Dawes County road name signs on Highways 385, 20 and 71. The name signs will be installed on the existing stop signs at the intersections with the highways.

Dawes County also plans on updating the Railroad grade crossing signs and double arrows signs at T intersections.



Equipment

Equipment

- The 160H Caterpillar Motor Grader was paid off in February 2009.
- The 2009 F150 Ford pickup was purchased and paid in full in March 2009. The 2006 F250 Ford pickup was paid off in June 2009.
- The 770CH John Deere Motor Grader was paid off in June 2009. The 772D John Deere Motor Grader was paid off in June 2009. The 850C John Deere Dozer was paid off in June 2009.
- The 2010 F150 Ford pickup was purchased and paid in full in December 2009. The 2010 F250 Ford pickup was purchased and paid in full in December 2009.

The following equipment will be or proposed to be purchased in 2010:

- Purchase a new or used semi tractor.
- Finish payment in on 12H Cat Grader.
- Purchase two new or used pickups.
- Purchase a new motor grader.
- Rebuild a motor grader.
- Update tractor for mower.



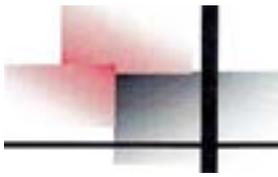
Budget

Budget Status

The 2008-2009 Dawes County Department of Roads adopted budget was \$1,252,530. The Roads Department actually spent \$1,229,669.

The 2009-2010 Roads Department adopted budget is \$1,158,990,530.

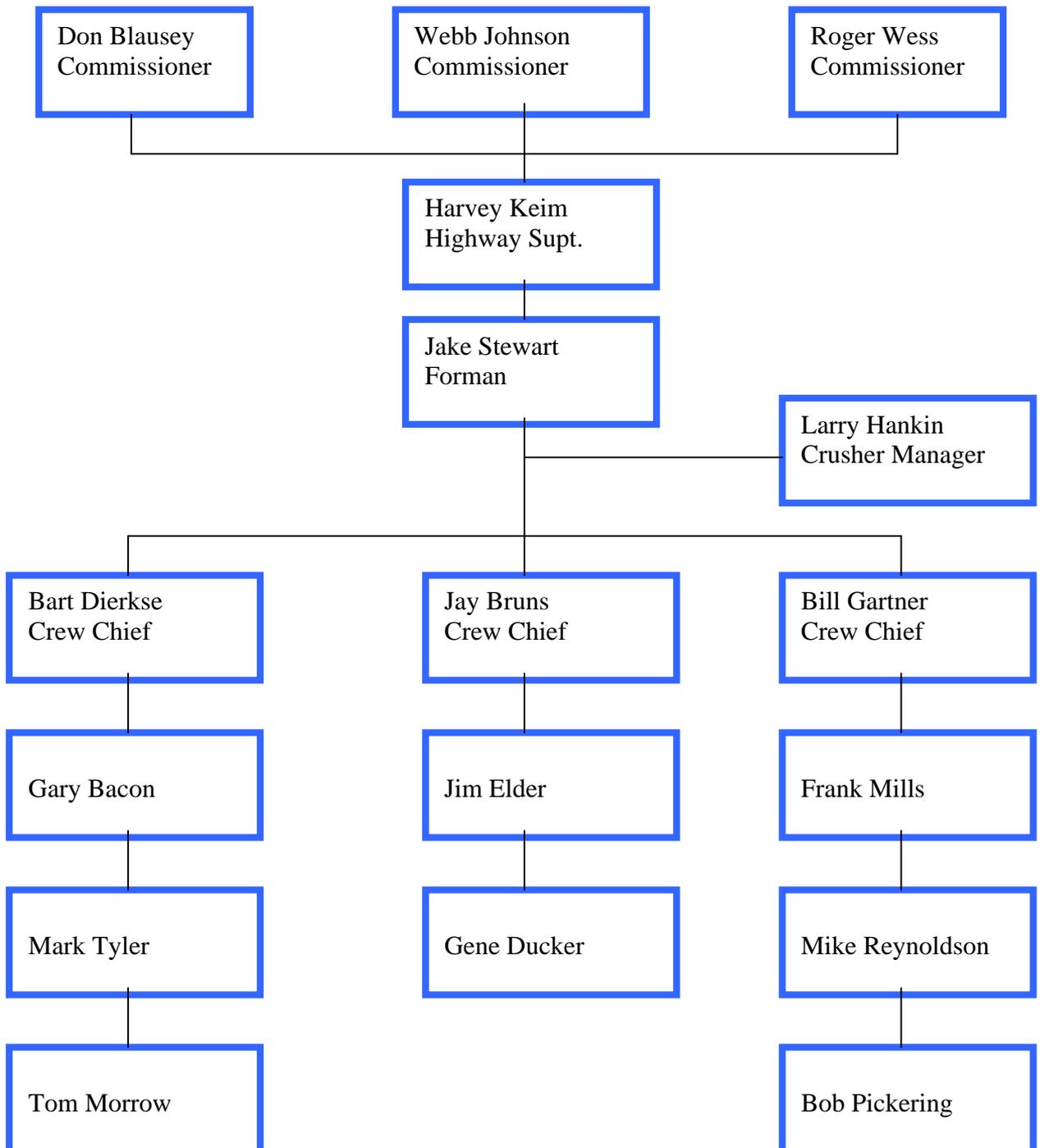
The Surface Transportation Fund has built up to approximately \$900,000 dollars (none of which was spent in 2009). This is an 80% federal and 20% county match fund.

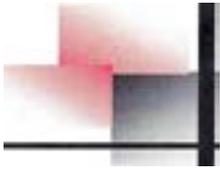


Personnel

Personnel

The relative stability of our work force continued in 2009. In July, the Road Department honored Bill Gartner, Bart Dierksen and Frank Mills for their years of service to Dawes County. Bill has worked for Dawes County for 20 years and Bart and Frank have 10 years of service. Tom Morrow was hired in November to fill a vacancy. 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 54 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. 2010 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 2009. 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 2009 and the proposed work for 2010.