

SPECIAL MEETING – MONDAY AT 5:00 P.M.

The Switzerland County Board of Commissioners met in special session pursuant to law and by being duly advertised.

Those present: commissioners: Mark Lohide, Jerry Monjar, and Josh South and county attorney, Wil Goering.

The meeting was opened by Josh who also led the pledge of allegiance.

This special meeting was called to discuss county highway road slips and bridge repairs/replacements.

Road Slips, Chip and Seal, and Blacktopping

Josh asked Darrell Keith, highway supervisor, if the permitting that is required for most of the work is good for 2 years; yes. Darrell was instructed to go ahead and get an engineer and get as much of the permitting work done as possible. Then the work will be done as fast as council will fund it.

Darrell said Pat Conner, of Janssen and Spaans, is scheduled to be down here on February 21st. The first 2 slips they will look at are on Markland Pike and Spring Branch. The reason for Markland Pike to be a priority is due to the amount of traffic that uses that road and Spring Branch is due to safety concerns.

The slip is between Melock Road and the slip that was fixed last year or the year before. The slip is actually in Jerry's district. The road is sinking in at this point.

Steve Shackelford, foreman, said in his district, he would start with Spring Branch Road, Patton Hollow, Bennington Pike and Culbertson Road to start with, other than Markland Pike. Josh asked if any of these qualify for grant money. Darrell said they should all qualify; bridge work would qualify as well. The dates for the grant have been pushed back, they were originally in January. Darrell has heard this grant time period will be in the fall; this is a matching grant.

Pat Conner has already looked at the slip on Spring Branch Road; this one will need a permit as the creek will have to be disturbed.

Josh asked if the Markland Pike slip could be fixed by our highway employees. Jimmy Stewart, foremen, said yes unless they get into something they don't know about at this point. Darrell thought the bulk of the slips could be done by our highway department; some of them will be a very large undertaking such as the one on Red Hog Pike, McCreary's Ridge, etc. The biggest issue will probably be having the trucks to get the material to put things back together. This was an issue before when more than 1 slip was being repaired at a time. Mark asked if Darrell was wanting someone to haul the shot rock. Yes as it tears up regular dump trucks.

Josh said for his district, they are probably looking at Patton Hollow, Bennington Pike, and Culbertson after the 2 major ones; Markland Pike and Spring Branch. In the order mentioned. He asked about the slip on Jack Allen Road and Steve said it had been there for a while and it would involve getting in the creek; the creek has taken the side of the road out.

Darrell said some of these slips are really where the creek has washed out the bank along the side of the road and it is a safety issue for travelers. Some are down to 1 lane.

Mark wanted to know which ones are down to 1 lane: Spring Branch, Patton Hollow is really narrow, Culbertson, Bryants Creek, and Jack Allen Road.

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Mark wanted to know what roads in District 2 are down to 1 lane: North Branch, Grants, and Red Hog Pike. Grants Creek had been blocked up before and the blocks have fallen.

In District 3, Roger Satterfield, foreman, said Bear Creek is down to 1 lane and the other roads are 1 lane any way.

Popcorn Ridge Road and Atkinson Hill Road need more work. Atkinson Hill Road was fixed and now it has slipped again in the same spot on the short bend. The slip on Popcorn Ridge Road is down below where they fixed the slip the last time. At this point, Popcorn Ridge is not a priority.

Jerry asked if there would be anything different that could be done in regards to fixing these slips that doesn't cost a bunch more. Darrell said Spring Branch is quoted using sheet piling; 3/8 inch thick but it is very expensive. They had also looked at Markland Pike where they had used nails or boring but this is also costly. These options hold well but are expensive and one has a 5-year guarantee.

In District 2, McCreary's Ridge Road and Red Hog Pike. On Red Hog Pike, Darrell said, just to get by, they are going to tear up the black top and put the slipped section back to gravel so they can keep it at least somewhat smooth.

The top 3 slips that need addressed in District 2 are Markland Pike, Grants Creek, North Branch, and Red Hog Pike. Red Hog Pike could most likely be fixed without getting in the creek. Jerry asked about Quercus Grove; Jimmy said it's about like McCreary's Ridge Road.

The top slips in District 3 is Bear Creek Road and the rest are 1 lane roads with few residents living on them; such as Iceburg Road and Bliton Lane. Wolfe Road is broken up but not down to 1 lane and doesn't have a bunch of traffic. A school bus travels Bear Creek Road.

Darrell said in the past it has cost approximately \$35,000.00 to \$70,000.00 per slip. So it could conceivably cost a \$1,000,000.00 to fix all of the slips. Wil said to remember you have additional costs of permits and special equipment to use in the creeks.

It was decided to definitely fix Markland Pike and Spring Branch first, then North Branch, Grants Creek, Culbertson, and Patton Hollow.

There was a discussion about chip and seal versus black top. Steve said the hill on Plum Creek Road really needs fixed. Blacktop would cost about \$65,000.00 per mile for 1 1/2 inch thick 20 feet wide per Ron Gregory of O'Mara. Chip and seal is about \$11,000.00 per mile. Ron said the highway employees need a pat on the back for the chip and seal work they have done in the past.

It was again discussed buying property on Grants Creek to fix the road problem and Wil said that Darrell or Darrell and a commissioner could approach the landowner about the purchase. Darrell was instructed by the commissioners to contact the landowners.

Asphalt work was discussed for Plum Creek (1 mile), possibly Meads Ridge, Pleasant Grove Road (2.5 miles), Collin Road (.3 miles), and Upper Grants Creek (.9 miles).

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Bridges

The bridge on Log Lick Road (#26) was discussed first. Wil had some wording issues on the wording of the bid sheets.

Next were the bridges on Quercus Grove Road and Pendleton Run. The bridge of Pendleton Run was a replacement; Darrell suggested straightening it out which would require a land purchase. Darrell asked what the procedure is for hiring an engineering company and Wil said the commissioners could just pick someone they are happy with. Josh asked Janssen and Spaans about engineers and they have them on staff. Josh would like to advertise for an RFP (request for proposal). Bruce is to handle this. Wil said to check with INDOT for a list of engineers. The RFP's would be for Quercus Grove Road Bridge (rehab) and Pendleton Run Bridge (replacement).

Grader

Mark made a motion to purchase the Caterpillar 120H grader, seconded by Jerry and all agreed. John Day, highway mechanic, checked it out and said it has passed all the tests. The lease agreement was up today.

Truck Replacement & Mowing Tractors

Darrell had brought to the commissioners' attention a while back that some of the dump trucks need replaced. The 2002 Chevy dump trucks have 230,000 to 240,000 miles on them. Darrell said a lot of the issues are with rust not maintenance. These were bought new. A new cab chaise for a Freightliner would be anywhere from \$72,000.00 to \$82,000.00 and equipped with a bed it goes to \$120,000.00 to \$140,000.00. John said the higher horse power the better the truck especially pulling hills with a load of ciders and pushing a plow. Wil said this will have to be bid out. John was told to get some specs together. Trucks are usually bought in quantities of 3, one for each district.

Darrell said the commissioners need to be thinking about new mowing tractors as the current ones have accumulated a lot of hours. John said he has worked on the transmissions on all of them. These were purchased in 2010.

Equipment Auction

Mark was wondering about having an auction, the old grader, old spreader boxes, 4 generators, conduits, etc. Wil said if items are sold to another governmental unit the items do not have to be advertised. Josh told Darrell/John to make a list of surplus equipment. Wil said you could have sealed bids or an auction, but the simplest would be an auction.

Steve asked about a new chipper and roller for the chip and seal process. A discussion followed concerning chipping and sealing and/or black topping.

With no further business to come before the board, Mark made the motion to adjourn, seconded by Jerry and all agreed. The meeting adjourned at 6:06 p.m.

Attest: _____
Gayle A. Rayles, Auditor
Switzerland County, Indiana