

# YATES COUNTY HIGHWAY DEPARTMENT 2005 ANNUAL REPORT



CR #39, East Lake Road – April 2005

### **January-March**

The year started with normal temperatures across the northeast and very little snow. There were some cold temperatures recorded in the third week of January. There were several days of single digit high temperatures and low temperatures that ranged from 0 to -10 degrees Fahrenheit. A storm that dropped about a foot of snow developed on January 22<sup>nd</sup> and 23<sup>rd</sup>. The Yates County Sheriff issued a Traveler's Advisory on January 22<sup>nd</sup>. The Advisory was for heavy snowfall, slippery roads and localized limited visibility. The last week of January and the first week of February brought more reasonable temperatures and very little snowfall. Crews worked on some various maintenance activities such as tree and brush removal, patching and mowing behind guide rails with the boom mower. Crews were able to begin tree, stump & brush removal on CR#22, E. Sherman Hollow Rd. during the 2<sup>nd</sup> and 3<sup>rd</sup> weeks of Feb. Snow removal crews were out 21 of 28 days in February. A storm on March 1<sup>st</sup> dumped up to 12 inches of snow in certain areas of the County. It promptly turned into blowing and drifting problems throughout the County. Crews were out 15 days in March for snow removal.

### **April-June**

The pipe crew was dispatched to CR#39, East Lake Rd. in early April to replace a failed culvert pipe (cover page photos). Extensive retaining wall and gabion basket work was required on the downstream end to hold the embankment in place. Culvert replacement work was done on Earls Hill Rd. and the earthwork crew continued cleaning out ditches and re-grading the back slopes. A deep culvert on Earls Hill Rd. just west of the Ridge Rd. intersection was replaced with a five foot diameter Hancor plastic pipe. The road was closed and work was completed in 6 working days which is commendable considering the depth of the pipe and amount of earth that had to be excavated and backfilled. Work continued on E. Sherman Hollow Rd. in preparation for pavement recycling. Shoulders were cut on several roads including CR# 2, 5, 13, 40, 42 & 44. Cold milling of CR#6 & 8 pavement began on 6/6/05 and was done on 6/9/05. Hot asphalt paving on CR#6 & 8 began on 6/9/05 and was completed on 6/23/05. Superpave mix designs were used on Earls Hill Rd. A severe thunderstorm on 6/13/05 caused slight damage in several areas including Guyanoga Rd, and Earls Hill Rd. (driveway washouts). Another heavy rainfall event occurred on June 29<sup>th</sup> caused severe flooding at the northern end of Lovejoy Rd., CR#2 between CR#4 and CR#23, and on CR#31 at the intersection of W. Sherman Hollow Rd. Shoulders and several driveways on Friend Rd. were washed out between W. Sherman Hollow and Comstock Rd. A plugged culvert pipe that crosses West Sherman Hollow Rd. just west of Italy Friend Rd. was the cause of the washouts.

### **July-September**

The earthwork crew continued ditch and back slope work on East Sherman Hollow Rd. between Shoulders were cut on various roads including CR#2, 5, 9, 13, 15, 36, 40, 42. Various maintenance activities were completed including driveway repairs, shoulder repairs and bridge decks were flushed. Castle Point bridge replacement (Federal Aid project) began in July and continued through completion in October. Creek gravel at the Hilton Bridge on CR #18 that was deposited during early season rainstorms was removed and hauled to Guyanoga for future use. Some creek gravel was used to construct a road from the lower waste area to upper waste area at the old Guyanoga gravel pit. Pipe crew replaced a failed pipe on CR1s between CR#36 and CR#5 then moved to CR#29 and began pipe replacements for 2006 capital improvement project. In August crews did grader patching on several roads, installed crushed milling shoulders on CR#32 from Branchport up to the Jerusalem Town hall on the west bound lane to help reduce shoulder washouts. Surface treating by Suit-Kote was completed on 7.8 miles (Flynn Rd., Leach Rd. & the Italy Turnpike) using #1A stone (19-20 lbs./sy) and HFMS-2ST oil (0.35 gal/sy). Cold in-place recycling by Suit-Kote on E. Sherman Hollow Rd began on August 25<sup>th</sup> and was completed on 9/2/05. A.L Blades paved 3 miles of CR#22 beginning at CR#24 heading west. Paving crew was re-assigned to complete a NYSDOT job in Steuben County before they could complete the project.

**July-September cont'd**

Fox's Mills south bridge abutment received scour protection work behind the abutment and rip-rap was placed along the face of the abutment. Completed ditch cleaning on the entire length of CR#39, East Lake Rd. Several driveway pipes on CR#39 that were partially plugged were also flushed out. Balance of paving on E. Sherman Hollow was completed by A.L. Blades between 9/22/05 and 10/11/05. Shoulders by YC Highway Dept. and lane striping by Zebra Striping followed.

**October-December**

Crews continued pipe changes on CR#29, Guyanoga Rd. and began cleaning ditches to prepare for 2006 paving project. November brought very little snow and trucks were sent out only 4 days for minor sanding and plowing. NYSDOT operator and guiderail maintainer was used on various County roads to push-out under guiderail sections. In exchange, YCHD supplied the NYSDOT with our boom mower and operator to trim brush behind some of their guiderail. December brought numerous small snow events. Crews were out 22 days in December for snow and ice control.

**PERSONNEL**

|                           |                                |          |
|---------------------------|--------------------------------|----------|
| The permanent work force: | Superintendent                 | 1        |
|                           | Deputy Superintendent          | 1        |
|                           | Highway Maintenance Foreman    | 1        |
|                           | Administrative Assistant       | 1        |
|                           | Sr. Account Clerk Typist       | 1        |
|                           | Working Supervisors            | 4        |
|                           | Automotive Mechanic Supervisor | 1        |
|                           | Sr. Automotive Mechanic        | 1        |
|                           | Automotive Mechanic            | 2        |
|                           | Sign Maintenance Workers       | 2        |
|                           | HEO                            | 6        |
|                           | <u>MEO/L</u>                   | <u>8</u> |
|                           | Total Employees                | 29       |

- Temporary summer employees included five laborers. Three of the five were done by the 3<sup>rd</sup> week in August (returned to college) and the two mowers remained until early October.

**EQUIPMENT**

**Purchased**

2005 John Deere 624J wheel loader for \$4,000 (traded-in 2004 624J = \$112,850.50 value)

2005 Sterling tandem dump truck for \$146,615

**Total Purchases = \$150,615**

**Equipment Sold**

1991 Ford S9M tandem axle dump truck (#53) for \$16,000

**Total Net Sales after commission: \$14,400**

## **BUILDINGS & GROUNDS**

- New pressure treated front porch & steps to the Highway Dept. office were installed to replace the deteriorated concrete steps that had become a safety issue for employees and visitors. The new handrail was fabricated and installed by Highway employee Lance Yonge.



- The existing concrete retaining wall near the salt dome was coated with a mixture of Portland cement and sand and applied by hand rubbing to help seal the concrete and prolong the life of the wall.
- Repairs in the amount of \$23,219 were needed to fix the wash bay overhead door, concrete lintel, structural masonry and roof due to accidental damage caused by a dump truck.
- The west bridge leading into the Penn Yan Marine property was temporarily supported by Highway Dept. personnel and equipment using a steel beam and some cribbing timbers. Additional support was needed in order to move trucks and heavy equipment safely across the bridge while engaged in environmental cleanup activities.
- Highway Dept. forces trimmed trees and brush at the Skyline Drive communications tower site at the request of Sheriff Spike. The phone and electric lines needed to be cleared of tree branches that were touching the wires.
- Highway Dept. forces repaired a section of pavement in the recreation yard of the Public Safety Building at the request of Bruce Warfield & Sheriff Spike. Several inches of an old concrete wall located just below the surface of the existing pavement were removed by jackhammer and patched back in with hot mix asphalt to eliminate a trip hazard.
- Highway Dept. forces excavated a section of sidewalk that separates the new parking lot and the Public Library property to allow Buildings & Grounds forces to repair a faulty electrical conduit and wiring for the parking lot lights.

## **ROAD WORK – CAPITAL**

- **CR#6, Earls Hill Road (1.96 mi. Rt. 14 to Pre-Emption Rd):** Prep work continued through the spring and early summer. A large, deep culvert of multiple shapes and materials just west of the Ridge Rd. intersection that was originally going to be left in place began to fail prior to the start of the cold milling and paving work. After closer inspection, it was decided to replace the culvert rather than try to add on to or repair the old structure. The road was closed and the pipe was replaced and backfilled in 6 working days. Cold-milling (3.5” deep) of pavement was done by Penn Can Asphalt Materials, Inc. (Midland Asphalt) in June. Millings were hauled to Benton and crushed for shoulder material. A hot-mix asphalt Superpave 19 mm shim course (5,448 tons) and a 9mm top course paving (2,041 tons) by A.L. Blades & Sons was also done in June at a cost of \$281,278 (\$37.56/ton). Shoulders, signs and hydro-seeding were done by YCHD forces and lane striping was done by Zebra Striping. Total job cost including all prep work done in 2004 was \$500,862 (\$255,542 per C/L mile).
- **CR#8, Bellona Station Road (2.67 mi., CR#15 to Rt. 14A):** Prep work continued through the spring. Approximately 18 culvert pipes were replaced along with back-slope excavation and grading work. Cold-milling (3.5” deep) of pavement was done by Penn Can (Midland) was done in June. Millings were hauled to Benton and crushed for shoulder material. Hot-mix asphalt shim (7,239 tons) and top course paving (2,753 tons) by A.L. Blades & Sons was also done in June at a cost of \$366,036 (\$36.62/ton). Shoulders, signs and hydro-seeding were done by YCHD forces. Lane striping was done by Zebra Striping. Total job cost including all prep work done in 2004 was \$600,195 (\$224,792 per C/L mile).
- **CR#22, East Sherman Hollow Road (4.36 mi., CR#24 to CR#29):** Prep work continued through the spring. Approximately 10 culvert pipes were replaced along with back-slope excavation and grading work. Cold-in-Place recycling of pavement was done by Suit-Kote in late August. Hot-mix asphalt shim (7,239 tons) and top course paving (2,753 tons) by A.L. Blades & Sons was also done in June at a cost of \$366,036 (\$36.62/ton). Shoulders, signs and hydro-seeding were done by YCHD forces. Lane striping was done by Zebra Striping. Total capital job cost including all prep work done in 2004 was \$894,442 (\$205,147 per C/L mile).
- The average per mile cost of \$221,722 for the three projects listed above was less than 1% higher than the average per mile cost of \$220,496 for the Italy Valley and Chubb Hollow Rd. projects in 2004. The total oil escalation costs for all paving work totaled \$19,337.
- Capital improvement mileage decreased by 5% from 9.45 miles in 2004 to 9.0 miles in 2005.
- A total of 27,079 tons of hot-mix asphalt was used for our capital improvement projects.

## **ROAD WORK – MAINTENANCE**

- Surface treating was done this year due to the need to preserve the pavement structures on the Italy Turnpike, Flynn Rd. and Leach Rd.
- Highway Maintenance Foreman David Bump was able to schedule and complete many miscellaneous maintenance projects ranging from ditch cleaning, shoulder cutting & repairs and cleaning built up sand and sod out from under many sections of guiderail on various roads. Some specific projects included:
  - Corrected a drainage problem at a residence in Keuka Park on CR#25
  - Shoulders were cut on 28 centerline miles of roads including CR# 2, 5, 13, 40, 42 & 44.
  - Cleaned ditches and hydro-seeded entire length of same on CR#39, East Lake Rd.
  - Cleaned out silt, brush and debris at the end of culvert pipes on many roads

## **ROAD WORK – MAINTENANCE**

- Crack sealing was done on various roads as needed in June. Roads that were sealed included Six Corners, Travis, Italy Hill, Shay and Dundee-Glenora.
- Traffic control signs were replaced and maintained as required on various roads.
- Customer service requests were completed as required and various roads were patched and shoulders restored as needed.
- Yates County contracted with the NY State Dept. of Transportation to mow roadside shoulders and ditches for the first time since at least 1998. The work went well and after all labor, material and equipment costs were accounted for, the department received approximately \$7,200 in net revenue from the State.

## **BRIDGES & CULVERTS**

- Castle Point Bridge (federal aid project) replacement project was completed.
- Coleman Rd. Bridge (federal aid project) preliminary design work was completed and submitted to the NYSDOT for approval. Final Design Report was accepted by NYSDOT in late December.
- Several unscheduled culvert replacement projects were completed due to unforeseen pipe failures; these projects included a pipe on CR#1n, Himrod Rd. at the Hoyt Rd. intersection, and one just south of Himrod on CR#1s, Lakemont-Himrod Rd. two on CR#39, East Lake Rd.
- A large culvert pipe on CR#11, Chubb Hollow Rd that was not replaced during the capital project 2 years ago because the pipe itself was in relatively good condition was refurbished and re-faced with new concrete along the footer after dowelling into existing footer and setting formwork and reinforcing bars.

## **MISCELLANEOUS**

- A new Driveway Replacement policy was developed and adopted by the Legislature in April. The goal of the policy was to maintain control over access onto County roads and capture some revenue in the form of permit fees. The permit fees and charges for gravel used to backfill the pipes generated \$3,865 in revenue.
- There were 65 dead deer carcasses removed from County roads
- Landfill: Grass was mowed twice per the landfill closure manual guidelines. The leachate pump at the S-20 pump station became inoperable and had to be replaced.
- Drug & Alcohol testing: Sixteen (16) random tests were conducted by Soldiers & Sailors Memorial Hospital lab personnel with 13 being for substance and 3 for alcohol. Results of all tests were negative.
- There were no fatal Motor Vehicle Accidents that occurred on County Roads.