

PLATTE COUNTY HIGHWAY



PAVEMENT SYSTEM REPORT
2012

INTRODUCTION

PAVEMENT MANAGEMENT REPORT BEST USES OF PAVEMENT MAINTENANCE RESOURCES

On January 17, 2012, the Platte county board of Supervisors hosted a meeting with county and State officials for the purpose of developing a comprehensive pavement management plan in order to maximize our efforts and to determine how to best utilize the limited funds available for hard surface roads.

The meeting included a presentation from Brad Skinner, the County Engineer for Page County, Iowa, who recently developed a program for addressing similar issued for their own County.

As a result of this meeting, the Platte County Board directed the Highway Department to gather appropriate data and report the findings and make recommendations for development of a working program for future pavement maintenance activities.

The findings and report are to be made available during public forums where input from the public and other stake holders will be incorporated into a final document.

It is the hope that the information compiled will allow the County to begin implementation of a plan just prior to the 2013 One & Six Year Road Plan Hearing.

OBJECTIVES

The objective of this report is to determine the most cost effective methods for dealing with the maintenance of Platte County's asphalt surfaces. Due to the limited amount of funding available coupled with inflationary issues, it is imperative that a logical and systematic pavement maintenance program be developed.

Other considerations may include discussions on downsizing local system roads from low bituminous to gravel if the proper conditions and criteria exist. Currently counties in Nebraska and South Dakota are returning roads to gravel.

DATA ACQUISITION

Initially this study involved a review of the existing pavement inventory in Platte County. This included identification of surface types, functional classification, and obtaining updated traffic counts in areas where traffic volumes and heavy vehicle use were previously unknown or obsolete.

Surface types were then categorized into 3 basic levels in order to simplify the model. The levels of surface type are:

- 1) **Low Bituminous**, which included cold mix asphalt surfaces; including seal coats with various thickness and composition.
- 2) **High Bituminous**, which include hot mix asphalt; including various mix designs ranging from sand/gravel with no angularity and low stability to crushed rock with high angularity and high stability mixes.
- 3) **Concrete** in various thickness and condition.

Generally a detailed assessment of surface conditions was a primary focus. However, it should be noted that one of the goals in creating this model is that the expectation is relatively long term (10 years) and that in this given time frame the majority of the surfaces will be due for maintenance.

ROAD INVENTORY

- The Platte County Road network includes a total of 1118.40 miles:

• Minimum Maintenance	65.25 miles
• Township Roads	204.25 miles
• Township Mail Routes	446 miles
• County System Gravel	265 miles
• County Hard Surface	137.9 miles
- It should be noted that although the County gravels the Township Mail Routes, the Townships are responsible for the maintenance of township roads and graveling of non mail routes.

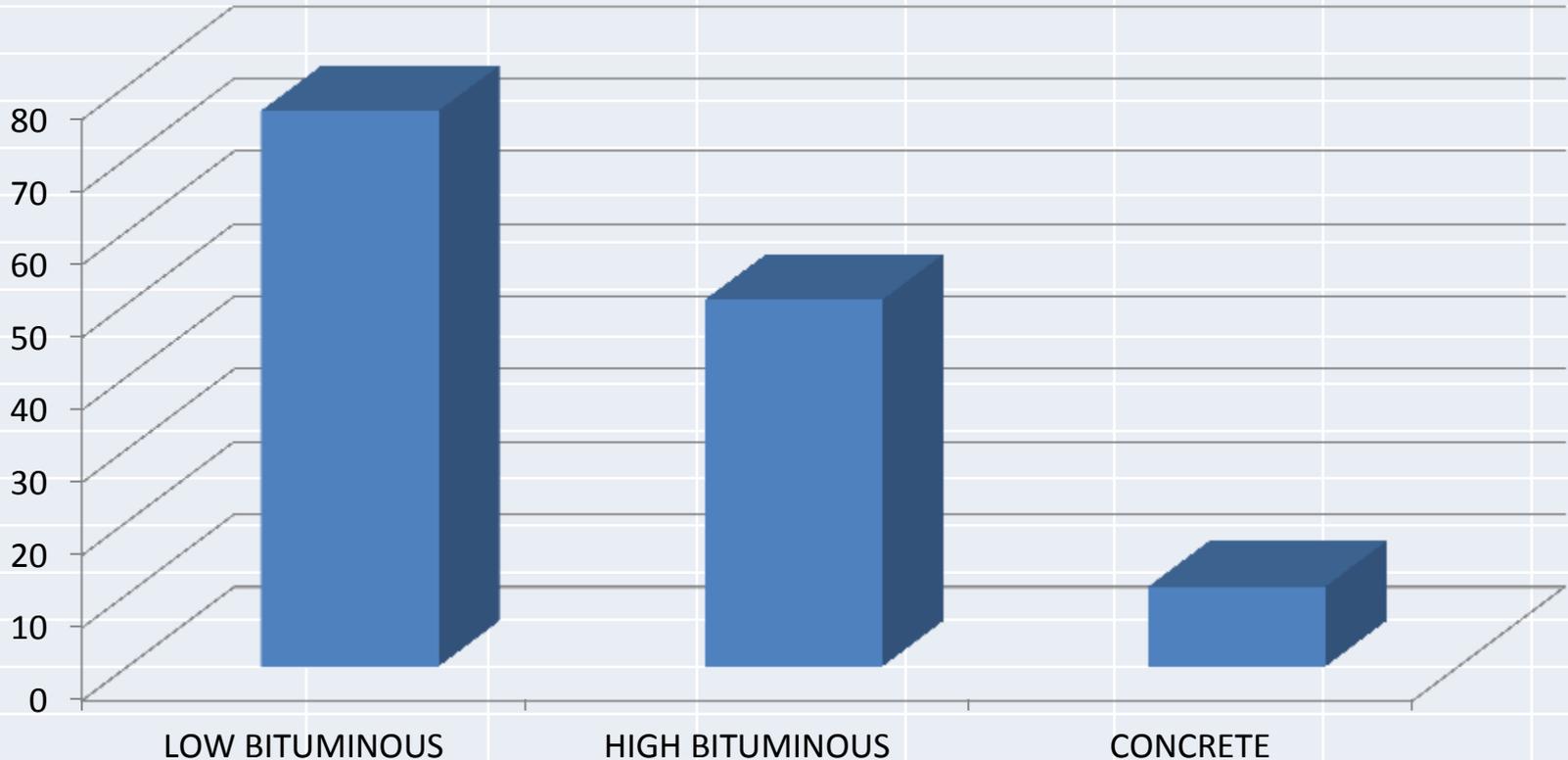
BRIDGE INVENTORY

There are a total of 500 bridges in Platte County for which the Highway Department is responsible for maintaining, replacing as necessary and inspecting. Of that total, 379 are identified on the National Bridge Inventory System (NBIS). Structures on the NBIS must be at least 20 feet in length to qualify for the inventory. There are 121 bridges that are 20 feet or less.

PLATTE COUNTY ROAD BY SURFACE TYPE

ROAD SURFACE TYPE	MILES	PERCENT
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LOW BITUMINOUS	76.5	55.00%
HIGH BITUMINOUS	50.5	37.00%
CONCRETE	11	8.00%



PAVEMENT SEGMENT ANALYSIS

LOCAL

LENGTH	LOCATION	DAILY TRAFFIC	TYPE	CONDITION	
IN MILES		COUNT			
1.0	St. John's (Mason Rd)	218	LB	40%	
3.0	Humphrey Area	291-1000	LB	50%	
1.5	Humphrey Cutoff	363	LB	60%	
1.5	St. Mary's	33-128	LB	40%	
4.0	Duncan East	74-140	LB	60%	
1.5	Potato Road	217	HB	70%	
1.0	Industrial Site	686-1862	LB	25%	
3.5	Shady Lake	498-850	LB	40%	
0.25	E. 14th Ave.	565	LB	40%	
1.0	E. 32nd Ave. & 12th St.	865	Concrete	70%	
2.5	33rd Ave. & College Rd.	324-1996	LB	50%	
<u>0.25</u>	South 55th Ave.	72	LB	20%	
21.00	TOTAL				

PAVEMENT SEGMENT ANALYSIS

MINOR COLLECTOR

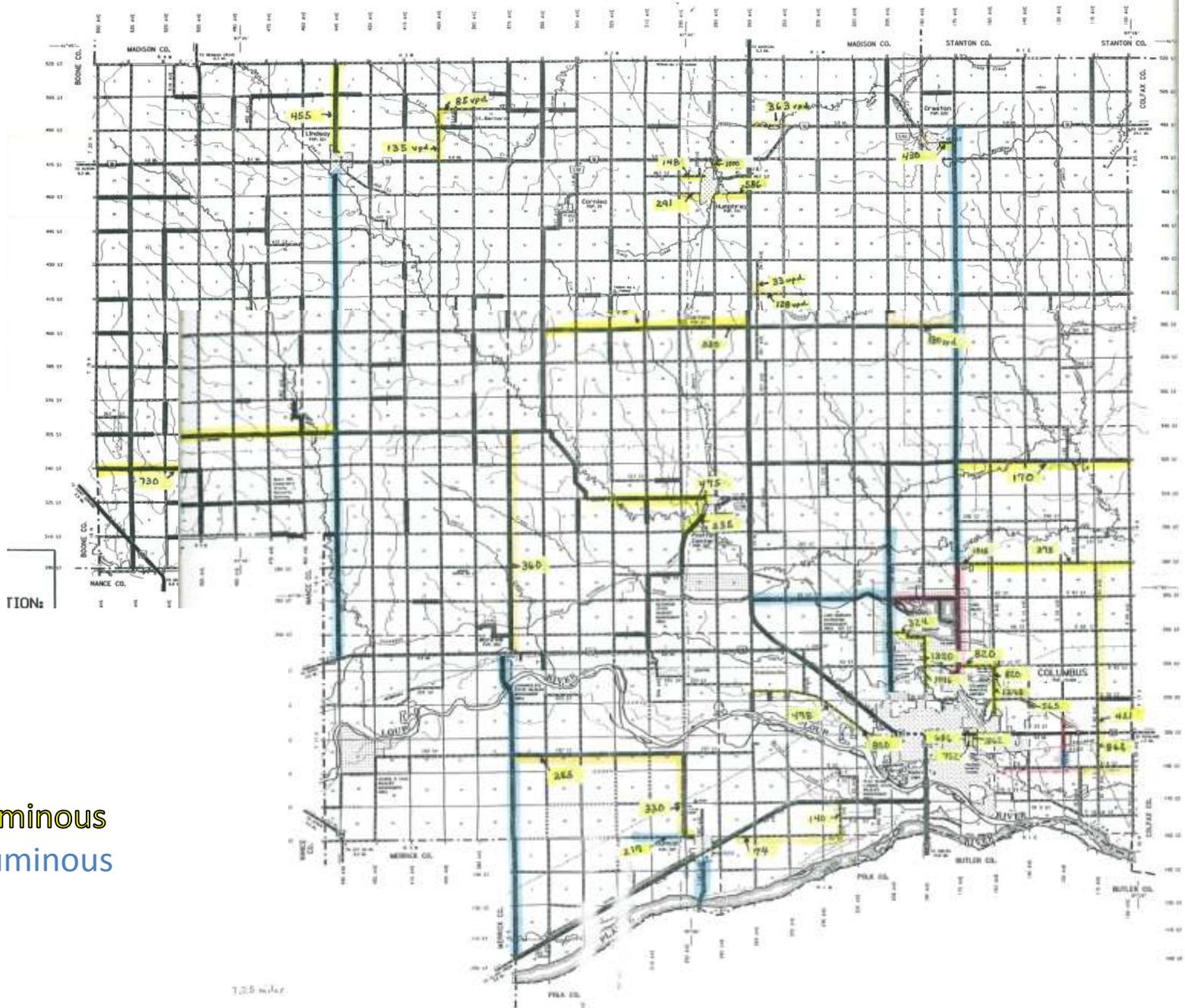
LENGTH IN MILES	LOCATION	DAILY TRAFFIC COUNT	TYPE	CONDITION
2.5	St. Bernard	85-135	LB	20%
0.5	Creston	430	LB	60%
5	District 10	375-1015	LB	60%
6	Behlen Road	421-862	LB	40%
2.5	3rd Ave. & 53rd St.	820-1298	LB	40%
2.75	8th Street	1300	Concrete	90%
1.5	8th Street East	402-782	LB	50%
<u>1.75</u>	E. 29th Ave. N&S	3700	Concrete	80%
22.5	TOTAL			

PAVEMENT SEGMENT ANALYSIS

MAJOR COLLECTORS

LENGTH	LOCATION	DAILY TRAFFIC	TYPE	CONDITION
IN MILES		COUNT		
7.0	Central Hwy. (St. Ed)	730	LB	40%
3.0	Central Hwy.. (Platte Center)	475	LB	25%
1.0	Platte Center South	235	LB	40%
14.0	Monastery North of Dist. 10	910-1565	HB	50%
3.5	Monastery South of Dist. 10	3025	Concrete	80%
2.0	Lakeview E. of Mason Rd.	1525	Concrete	90%
4.0	Lakeview W. of Mason Rd.	700-845	HB	60%
3.5	Christ Lutheran	170	LB	60%
4.5	Mason Road - 48th Ave.	640-1920	HB	90%
2.0	Tarnov East	180	LB	40%
6.0	Tarnov West	470-530	LB	50%
3.0	Lindsay/Genoa North	455	LB	50%
15.5	Lindsay/Genoa South	575-810	HB	85%
6.5	Monroe North	360	LB	50%
9.0	Monroe South	1320	HB	70%
8.0	Duncan North	255-300	LB	60%
2.0	Duncan South	760	HB	60%

TION:



Low Bituminous
High Bituminous
Concrete

PUBLIC INPUT



EFFECTS OF HEAVY LOADING

The effects of heavy loading on older substandard pavements originally not designed for modern loads is a major factor in the decline and reduced life expectancy of the majority of the surfaces.

Generally it has been established that the effects of heavier axle loads is directly related to pavement performance and response. The formulas established by recent studies imply that if an axle is twice as heavy as another, their relative effect on pavement performance and aggressiveness is exponential. i.e. $(2)^4$, or sixteen. Thus the pavement trafficked by the heavier load has a life expectancy only one sixteenth that of the pavement trafficked by the lighter load. (Source AASHO road Test 1958-60 and Iowa DOT Project TR 1075.).

Of course, it should be noted that on Platte County roads the amount of heavy loading on rural surfaces varies significantly from one section to another. On observations made during this study, it may be deduced that the amount of heavy loading on any given road section is minimum of 10 to 15 percent ranging to a maximum of 80 percent on select industrial roadways.

Seasonal timing is also critical and should be noted as a significant influence on pavement performance. Subsurface and sub grade conditions are especially vulnerable to loading dynamics during the fall and spring seasons when grain handling and agricultural activities are at its peak.

OBSERVATIONS AND TRENDS

Generally the majority of the hard surfaced roads in Platte County are low bituminous asphalt sealed roads in varying thickness and condition. Most of these roads began life as asphalt seal coats built in the 1960's and 1970's. Over the years cold mix asphalt material has been added to these surfaces during maintenance activities in an effort to increase the strength and durability of the surface. This practice continues to this day as the only viable means for in house maintenance of these surfaces by County forces.

As indicated previously, the amount of traffic and heavy loads on these surfaces is noteworthy since many minor and major collectors are of the low bituminous type. Traffic volumes and load dynamics indicated by this study show that regardless of the functional classification, the majority of the low bituminous roads in Platte County are being subjected to traffic dynamics that far exceed design strength and life.

Another factor that should be noted is that traffic counts on many of the minor and major collectors composed of low bituminous surfacing are high enough to possibly consider upgrading of these surfaces to high bituminous, in order to extend the life and serviceability of the surface.

The only notable exception to the previous discussion is that a small percentage of the local and minor collectors low bituminous roads exhibit very low traffic counts. In this case, the possibility of downsizing to aggregate surfaces should be examined further.



← Then

Now



10,000 lbs.

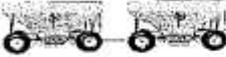


100,000 lbs.



Effect of different vehicles on roadway pavement

The following chart compares the stress on pavement created by a variety of heavy vehicles. The number of passes to failure indicates that some vehicle types shorten the life of pavement with significantly fewer passes.

Type	Axles	# Passes to failure 6" PCC*	# Passes to failure 7" PCC*
 5-Axle Tractor-Semitrailer 80,000 lbs.	1 Single/2 Tandems	12,000	135,000
 7-Axle Tractor-Semitrailer 96,000 lbs.	1 Single/2 Tridems	78,000	175,000
 Grain Cart - 900 bu. 58,000 lbs. (20% on tow vehicle)	Tandem	200	6,000
 Grain Cart - 875 bu. 57,000 lbs. (20% on tow vehicle)	Single	<10	<30
Grain Cart - 650 bu. 42,000 lbs. (20% on tow vehicle)	Single	<30	270
 Grain Wagon - 775 bu. 49,000 lbs.	2 Singles	1,000	60,000
 2 Grain Wagons - 450 bu. 31,000 lbs. each	4 Singles	106,000	239,000
 Combine - Empty	2 Singles (1 tire on pavement)		
27,500 lbs. w/o corn head	18,000 front/9,500 rear	3,790,000	8,468,000
32,000 lbs. w/corn head	26,000 front/8,000 rear	887,000	1,980,000
Combine - w/240 bu.	2 Singles (1 tire on pavement)		
41,000 lbs. w/o corn head	27,500 front/13,500 rear	712,000	1,591,000
46,000 lbs. w/corn head	36,000 front/10,000 rear	100,000	456,000
 Large Row Crop Tractor 18,000 lbs.	2 Singles 11,000 front/7,000 rear	1,525,000	3,410,000
 Liquid Manure Tanks 10,000 gallon - 96,000 lbs	2 Tandems 26,000 front/70,000 rear	<10	<30
7,500 gallon - 71,000 lbs	1 Tandem	<10	<30

* PCC - Portland Cement Concrete. Note - Structurally equivalent asphalt pavements may experience similar impacts.
Source: Iowa Department of Transportation.



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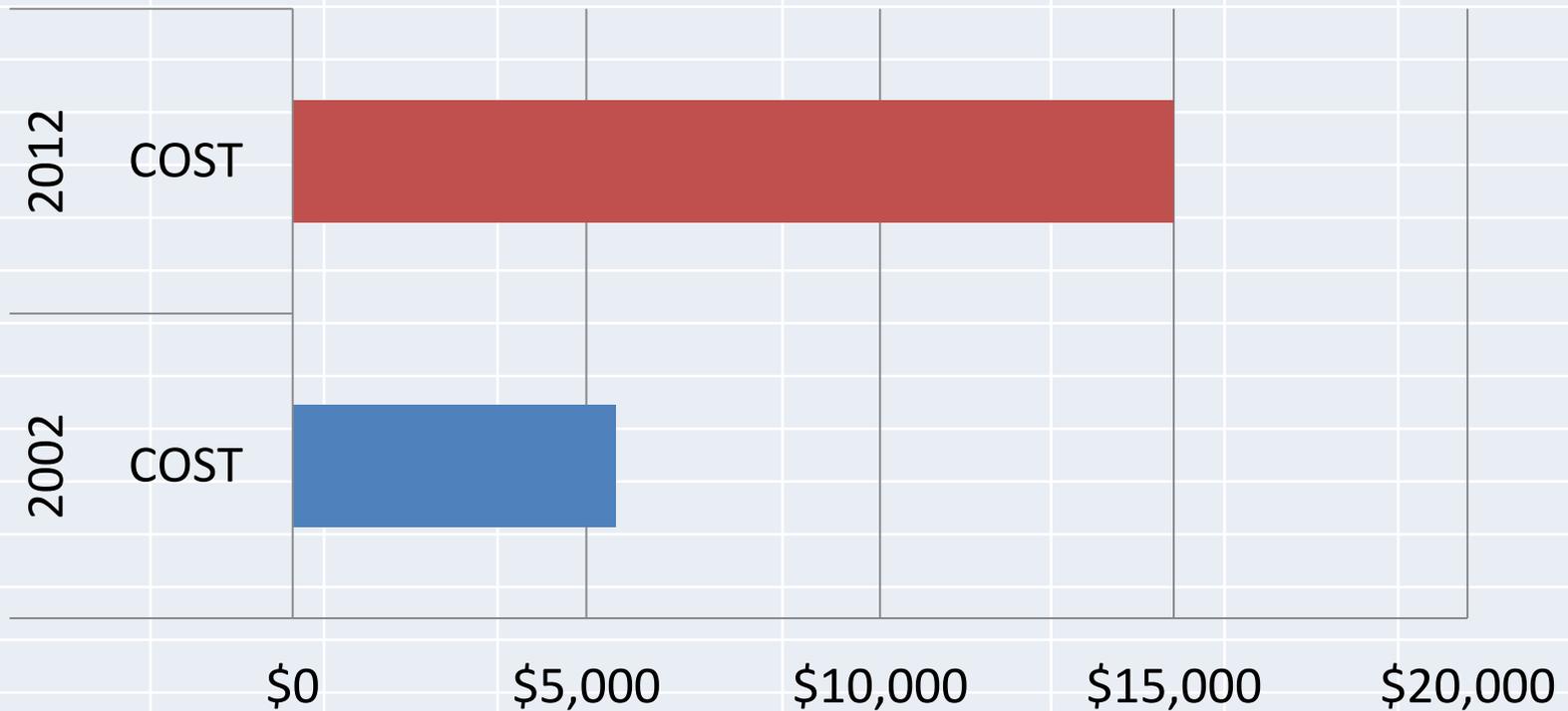
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HISTORICAL PAVING COSTS PER MILE

	2002	2012
ARMOR COATING	COST	COST
	\$5,500	\$15,000

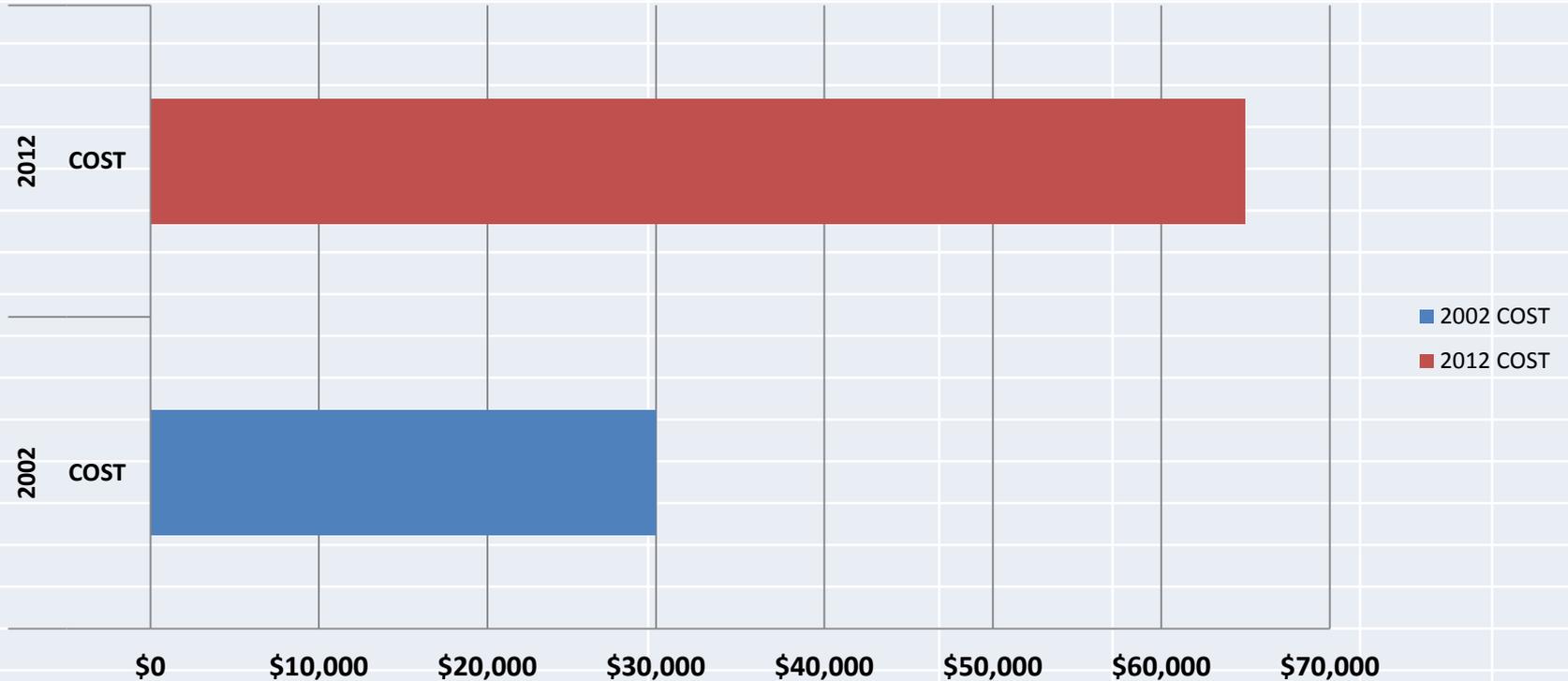
ARMOR COATING



HISTORICAL PAVING COSTS PER MILE

	2002 COST	2012 COST
COLD MIX OVERLAY, 2" WITH ARMOR COAT		
LIFE SPAN IN YEARS - 5 YEARS	\$30,000	\$65,000

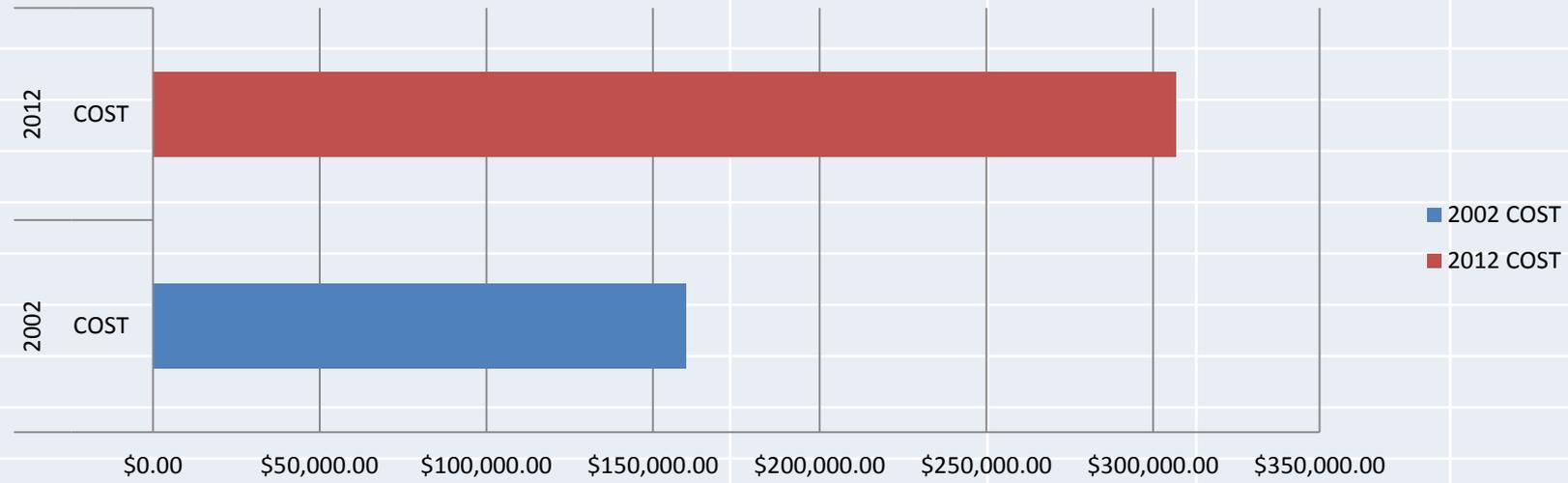
COLD MIX OVERLAY 2" WITH ARMOR COATING



HISTORICAL PAVING COSTS PER MILE

	2002	2012
HOT MIX OVERLAY 3" INCLUDES ENGINEERING & CE	COST	COST
LIFE SPAN IN YEARS - 15 YEARS	\$160,000	\$307,000

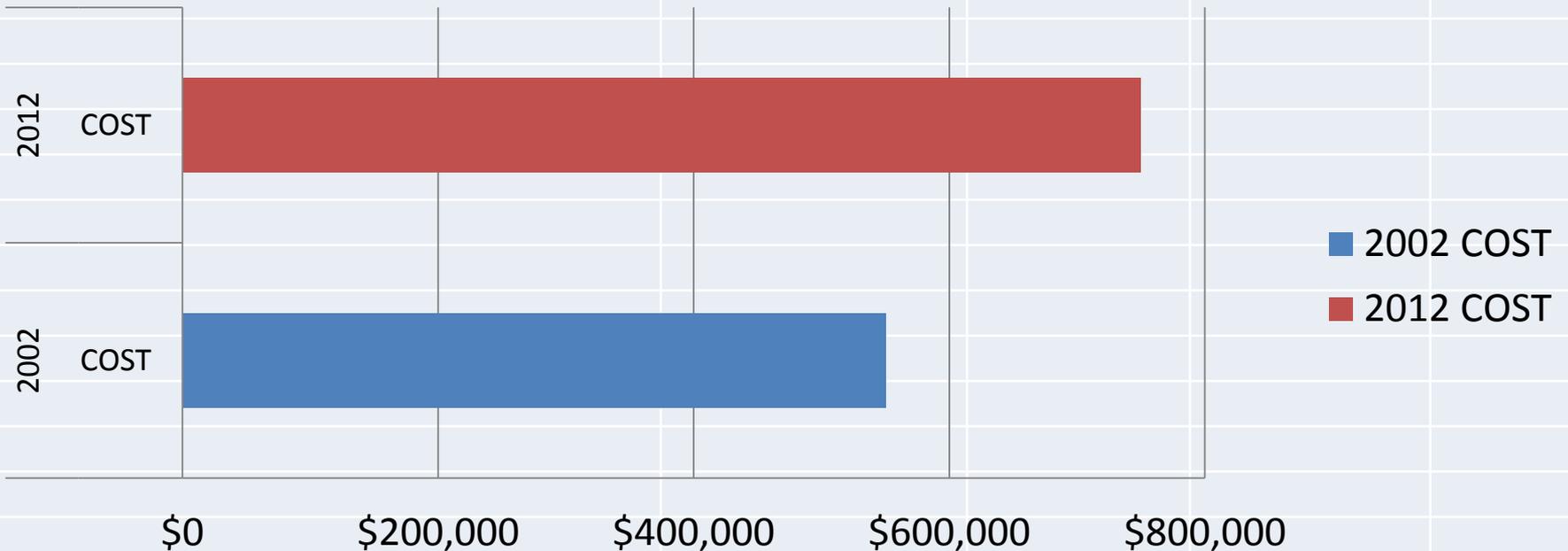
HOT MIX OVERLAY 3" INCLUDES ENGINEERING & CE



HISTORICAL PAVING COSTS PER MILE

	2002	2012
CONCRETE NEW CONSTRUCTION 8"	COST	COST
INCLUDES ENGINEERING AND CE	\$550,000	\$750,000
LIFE SPAN IN YEARS - 30 YEARS		

CONCRETE NEW CONSTRUCTION 8" INCLUDING ENGINEERING AND CE





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ARMOR COAT APPLICATIONS

Armor coats or seal coats will remain now and in the future a very cost efficient and effective method for maintaining and extending the life of asphalt surfaces. This includes both the low bituminous and high bituminous types. However, it should be noted that this treatment method should be only applied under strict criteria.

Armor coats are most effective when applied to surfaces that are rut free and exhibit minor to moderate distress. The proper timing of a armor coat application to a low volume surface can easily extend the serviceability life 4 to 5 years.

Often times the tendency to fix roads on a “worst first” schedule seems to be the norm. Based on public pressure and other factors it is easy to get into this type of pattern. However, it should be remembered that developing a maintenance program and schedule is key to controlling costs and efficiency.

COST TO MAINTAIN A GRAVEL ROAD

Over a 10 year period, 1 mile of gravel road would be maintained an average of 20 times per year at 30 minutes of maintainer and equipment operator time, (\$56.00 per hour for man and blade) for each mile. In addition, approximately 60 cubic yards of gravel would be placed on an average gravel road by County trucks and staff each year, at a delivered cost of \$15.00 per yard.

The average cost of maintaining a gravel surface road would be \$ 1,400.00 per year.

PUBLIC INPUT



REVENUE SOURCES

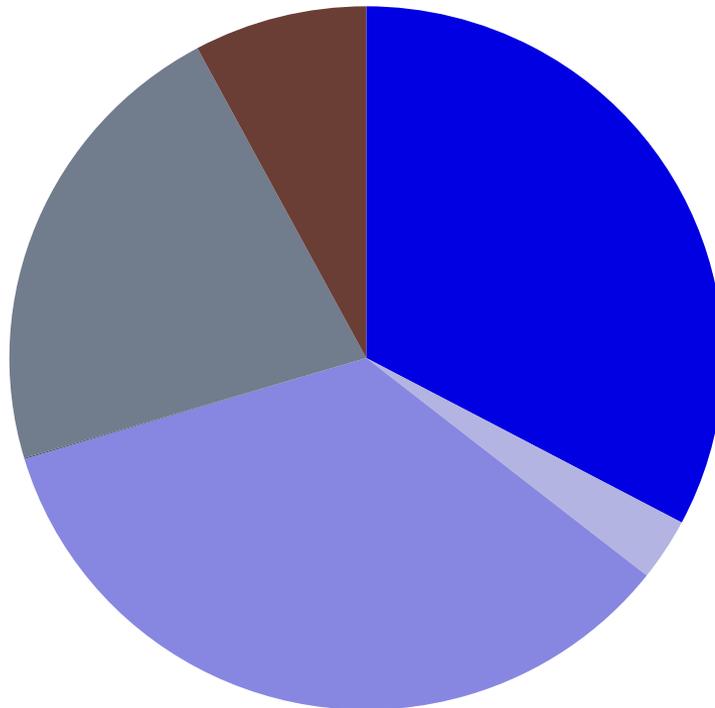
The Highway Department annual budget receives funds for maintenance and construction activities through several sources, generally the breakdown of funding percentages are as follows:

Highway Allocation Funds	52%
Motor Vehicle Fees	5%
Incentive Payments and Miscellaneous	5%
Local Tax Revenue	38%

Generally the above funding sources makes up the bulk of money available for day to day operations plus minor capital improvement projects. Historically major capital projects have been supplemented by other sources such as Federal and State Aid, Inheritance Tax and various other mechanisms such as Government Bonding. These sources are used sparingly and only when the revenue is available and earmarked for specific projects.

PLATTE COUNTY HIGHWAY BUDGET 2012-2013

PERSONAL SERVICES	\$1,991,200.00	32.75%			
OPERATING EXPENSES	\$174,200.00	2.86%			
SUPPLIES & MATERIALS	\$2,113,000.00	34.75%			
EQUIPMENT RENTAL	\$3,000.00	0.05%			
CAPITAL OUTLAY	\$1,322,000.00	21.74%			
DEBT RETIRMENT	<u>\$476,967.50</u>	<u>7.84%</u>			
TOTAL	\$6,080,367.50	100.00%			



- PERSONAL SERVICES
- OPERATING EXPENSES
- SUPPLIES & MATERIALS
- EQUIPMENT RENTAL
- CAPITAL OUTLAY
- DEBT RETIRMENT

On average, the budget for the Road and Bridge Fund would be 60% for maintenance and 40% for construction costs.

HIGHWAY ALLOCATION FUNDS

Highway Allocation Funds are distributed to all Nebraska Counties and Cities and are disbursed according to a specific formula which includes items such as population, number of lane miles, number of bridges, etc. Sources of funding included in the Highway Allocation Fund include Motor and Special Fuel Tax, Motor Vehicle Sales Tax, Motor Vehicle Registrations, Federal Motor Fuel Tax and Heavy Vehicle Use Tax.

Generally the funds are distributed as per Nebraska State Statutes and require a minimum of a 50% local funding match on the second half of the total amount of funds allocated. Highway Allocations funds must be used specifically for highway obligations i.e. construction, maintenance, bridges, etc.

MOTOR VEHICLE FEES

Nebraska State Statute authorizes County Treasurers to collect and retain two dollars (\$2) for every motor vehicle or trailer registration of a resident of the State of Nebraska and five dollars (\$5) for every motor vehicle or trailer registration of a non-resident of the State. This money is specifically earmarked for deposit in the County General Fund.

All other funds collected for motor vehicles are absorbed into the Motor Vehicle Fee Fund and the Highway Trust Fund respectively, for distribution by the State to appropriate agencies as per State Statutes.

INCENTIVES AND MISCELLANEOUS

The State of Nebraska pays an annual incentive payment to Counties that retain a Licensed Highway Superintendent on staff. Current payments are \$10,500 for Platte County.

Miscellaneous revenue may include revenues collected from reimbursement work performed for others and the sale of surplus property.

LOCAL TAX REVENUE

The balance of the Highway Department revenue is composed of Local Tax Revenue as determined by the County Board as per State Statute. The minimum requirement for matching local tax revenue must be at least 50% of the second half of what the County receives from available Highway Allocation Funds.

Currently Platte County's local tax revenue has equaled the amount disbursed by Highway Allocation Funds, therefore the amount of local tax authority is twice the amount of what is required by State Statute.

The current level of tax authority used for roads is 18-20 percent of the total amount of tax asking for the entire County budget. What this translates into is that on a typical tax statement the requirement for roads absorbs 18-20 percent of the line item earmarked as County Taxes. Not 18 to 20 percent of the total tax statement itself.

FEDERAL AID FUNDING

Federal funding for local roads has been available to local governments from many years through various congressional highway bills. Federal-Aid transportation funds are authorized by Congress to assist local governments in maintaining and reconstructing roads and bridges on eligible Federal-Aid routes and for other special purpose programs and projects. Federal Funds are normally apportioned every fiscal year and are administered by the Nebraska Department of Roads and made reimbursable by the Federal Highway Administration once a project has been completed or the funds have been properly expended.

Historically the programs that have been available include:

- 1) STP – Rural – Used for road reconstruction & resurfacing.**
- 2) BR/BH Bridge – Used for replacement of bridges**
- 3) STP Enhancement – Used for bicycle and pedestrian trails.**
- 4) HSIP – Safety Funds – Used for various safety improvements**
- 5) SRTS – Safe Routes – Safe routes to schools (sidewalks).**
- 6) Rail Highway Crossing – Rail Crossing Projects.**

Over the years, Platte County has been very proactive in seeking and securing Federal-Aid Funds. It has been a continuous goal of the Platte County Board through the Highway Department to have shovel ready projects on the shelf on a continuing basis in order to take advantage of Federal Funds as they become available. Currently the projects that are being developed include: the East 29th Ave. Viaduct Project and Genoa East Canal bridge replacement along with various safety enhancement projects.

Recent major projects completed with Federal-Aid Funds include:

- 1. Lindsay South Asphalt overlay \$3,843,066**
- 2. Monastery Trail Pedestrian Route \$ 339,442**
- 3. Columbus North Monastery Road \$1,200,000**
- 4. Columbus North, East 14th Ave. Bridge \$ 860,000**
- 5. Platte Center South Canal Bridge \$ 780,000**

Recently the State Department of Roads and Local Governments have proposed a method of streamlining the methods for Federal Funds distribution through a revised program. The proposal suggests that the State will buy back certain Federal-Aid funds from the local governments and redistribute the funds on an annual allocations basis based on a predetermined formula. This method will distribute the funds directly to the Counties to be used on local projects and will eliminate much of the requirements normally associated with the Federal-Aid process.

The major programs that will be eliminated as a result of this new policy include the Rural STP and off system portions of the BR/BH Bridge Funds.

Although the buy-back program is still being developed, fund estimates should be available in May of 2013 for distribution of the funds in early 2014.

RECENT MAJOR ROAD PROJECTS

LAKEVIEW ROAD (83RD STREET)	\$1,337,395.60	2011
8TH STREET IMPROVEMENTS	\$3,083,283.51	2012
48TH AVE. OVERLAY	\$1,543,634.62	2011
MONASTERY TRAIL	\$279,000.00	2011
LINDSAY SOUTH BLACKTOP	<u>\$4,693,710.88</u>	2010
	\$10,937,024.61	
SOURCES OF FUNDS:		
RECOVERY BONDS	\$4,570,400.00	
NEBRASKA DEPARTMENT OF ROADS	\$2,327,639.37	
FEDERAL STIMULAS FUNDING	\$279,000.00	
LOCAL INHERITANCE AND PROPERTY TAXES	<u>\$3,759,985.24</u>	
	\$10,937,024.61	

PUBLIC INPUT



POPULATION TRENDS/ROUTE IMPACTS

The 2010 Census Summary indicates that in recent years there has been a steady decline in the rural population. This is not only true for Platte County and the State of Nebraska but for other portions of the Country as well. Comparison of the 2010 census vs. the 2000 Census for Platte County shows a consistent population decline in every small community in the County with the exception of Newman Grove (+10) and the City of Columbus (+1247). In addition, this pattern of decline also applies to every township in the County with the exception of Columbus Township (+ 24), Loup Township (+9), Oconee Township (+32), and Shell Creek Township (+70). It should be noted that the aforementioned Townships have most likely experienced population growth due to their proximity to the City of Columbus and the preponderance of rural subdivision development in these areas.

Another factor that is consistent with the dynamics of this population shift is the effect of newly established routes on existing roadways. Specifically in Columbus and the immediate surrounding area. An excellent case in point would be a discussion on the affects of the newly constructed Lost Creek Parkway on various connecting Avenues.

Recent traffic counts in connection with this study have indicated a significant increase in traffic on all north-south avenues directly connected to the Parkway. In effect, roads that were previously classified as local may now for all practical purposes be classified as collectors as a result of distribution based off of this new arterial roadway. What roads were previously used as destination routes are now being used as auxiliary collectors.

Although 48th Avenue and 18th Avenue have historically been classified as collectors to accommodate north bound traffic, it is now clear that East 14th Avenue, 3rd Avenue, 33rd Avenue and even 63rd Avenue are serving the same purpose to a greater degree.

2010 CENSUS SUMMARY - PLATTE COUNTY

	2000	2010	Change
PLATTE COUNTY	31,566	32,237	671
TOWNSHIPS:			
Bismark	500	462	(38)
Burrows	300	244	(56)
Butler	631	604	(27)
Columbus Twp.	3,029	3,053	24
Creston	454	432	(22)
Grand Prairie	437	362	(75)
Granville	1,078	981	(97)
Humphrey	389	387	(2)
Joliet	186	140	(46)
Lost Creek	570	517	(53)
Loup	130	139	9
Monroe	199	164	(35)
Oconee	491	523	32
St. Bernard	618	502	(116)
Shell Creek	797	867	70
Sherman	317	222	(95)
Walker	275	265	(10)
Woodville	<u>194</u>	<u>155</u>	(39)
TOTAL	10,595	10,019	(576)
CITIES AND VILLAGES:			
Columbus	20,971	22,218	1,247
Cornlea	41	36	(5)
Creston	215	203	(12)
Duncan	359	351	(8)
Humphrey	786	760	(26)
Lindsay	276	255	(21)
Monroe	307	284	(23)
Platte Center	359	336	(23)
Tarnov	63	46	(17)
Newman Grove	8	18	10

ECONOMIZING AND DOWNSIZING

Although decline in rural population is a current trend, it should be remembered that our role is to serve rural residents and the agriculture industry as well as populations centers. If traffic counts were the only criteria for establishing paved surfaces than certainly the majority of the State, not to mention the County, would only have Federal and State Highways.

Currently Platte County does have a logical “grid system” to maintain the integrity of the Farm to Market concept. The majority of rural residents, no matter how isolated, are no further than 5 miles from any given hard surface roadway.

The exception to this rule is that there are a few isolated paved roads established in the 1960’s which serve small population centers, churches, rural schools and other areas which may no longer be necessary or needed. These are the areas that may warrant further discussion on the possible concept of downsizing.

In any event, it is important to remember to use this information as a tool and a platform for discussion and not to get caught up in a justification process to make a decision.

As stated earlier, the objectives of this effort is to determine the most cost effective methods for dealing with the County's asphalt surfaces. Given the cost analysis and life cycle projections in this report, the next logical step is develop a prioritized list incorporating the feedback received from the taxpayers and general public.

Generally prioritization of the roads should be placed in High, Medium and Low categories without expectations of immediate funding increases. Thus the level of service can be weighed and adjusted accordingly.

High priority roads that should be considered must include important links in the overall County System and include roads which may be considered for an upgrade from low bituminous to high bituminous surfaces. This upgrade may be justified by demands of higher traffic counts, heavy loads and other unique circumstances.

Medium priority roads should be expected to remain in the low bituminous category and be maintained accordingly. Medium priority roads should be monitored and reviewed at strategic points in the future to determine their status in terms of available funding along with purpose and need.

Finally low priority roads that do not provide continuity to the County paving system or do not make critical connections to residences or businesses should possibly be considered for downsizing. The surfaces of these roads should be allowed to run their life cycle with a relatively low degree of maintenance at which point they may be returned to gravel or aggregate surfaces.

PUBLIC INPUT



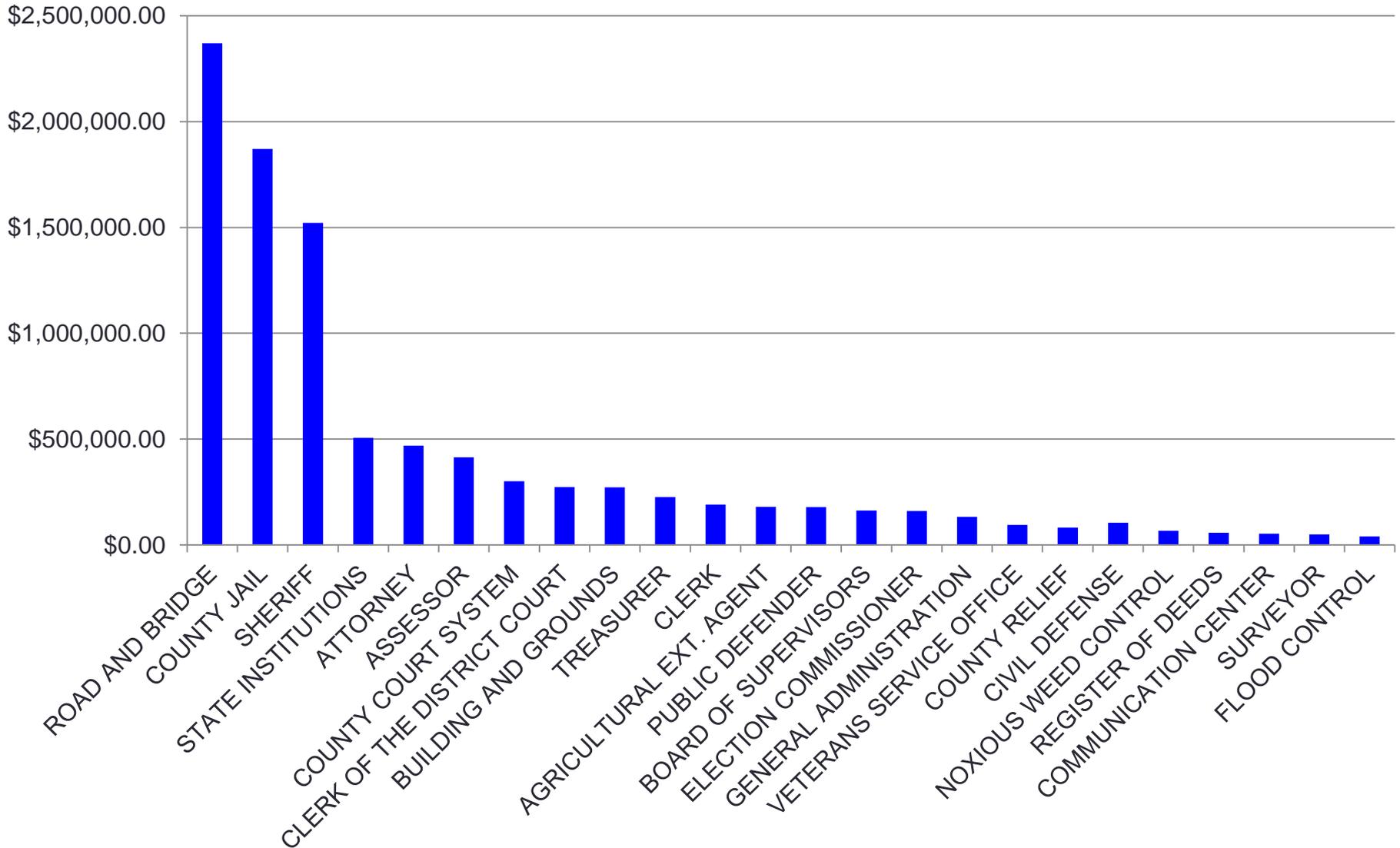
COUNTY DEPARTMENT

PROPERTY TAX

ROAD AND BRIDGE	\$2,370,000.00
COUNTY JAIL	\$1,870,000.00
SHERIFF	\$1,521,000.00
STATE INSTITUTIONS	\$506,000.00
ATTORNEY	\$469,000.00
ASSESSOR	\$414,000.00
COUNTY COURT SYSTEM	\$301,000.00
CLERK OF THE DISTRICT COURT	\$273,000.00
BUILDING AND GROUNDS	\$272,000.00
TREASURER	\$226,000.00
CLERK	\$190,000.00
AGRICULTURAL EXT. AGENT	\$180,000.00
PUBLIC DEFENDER	\$179,000.00
BOARD OF SUPERVISORS	\$162,000.00
ELECTION COMMISSIONER	\$160,000.00
GENERAL ADMINISTRATION	\$133,000.00
VETERANS SERVICE OFFICE	\$94,000.00
COUNTY RELIEF	\$82,000.00
CIVIL DEFENSE	\$105,000.00
NOXIOUS WEED CONTROL	\$67,000.00
REGISTER OF DEEDS	\$58,000.00
COMMUNICATION CENTER	\$53,000.00
SURVEYOR	\$50,000.00
FLOOD CONTROL	<u>\$40,000.00</u>
TOTAL	\$9,775,000.00

The figures above are rounded to the nearest thousand and represent direct and indirect costs of the department.

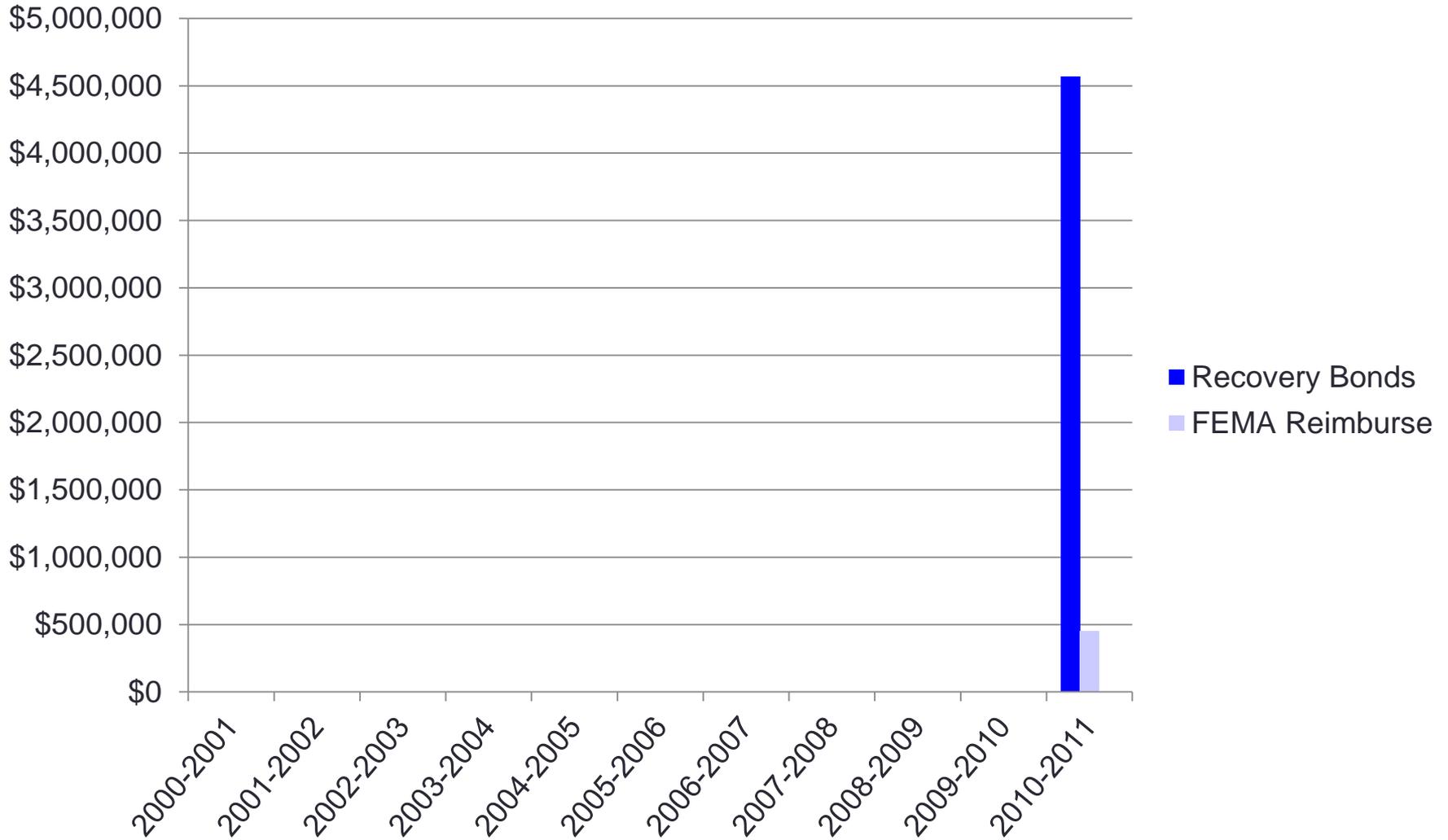
PROPERTY TAX



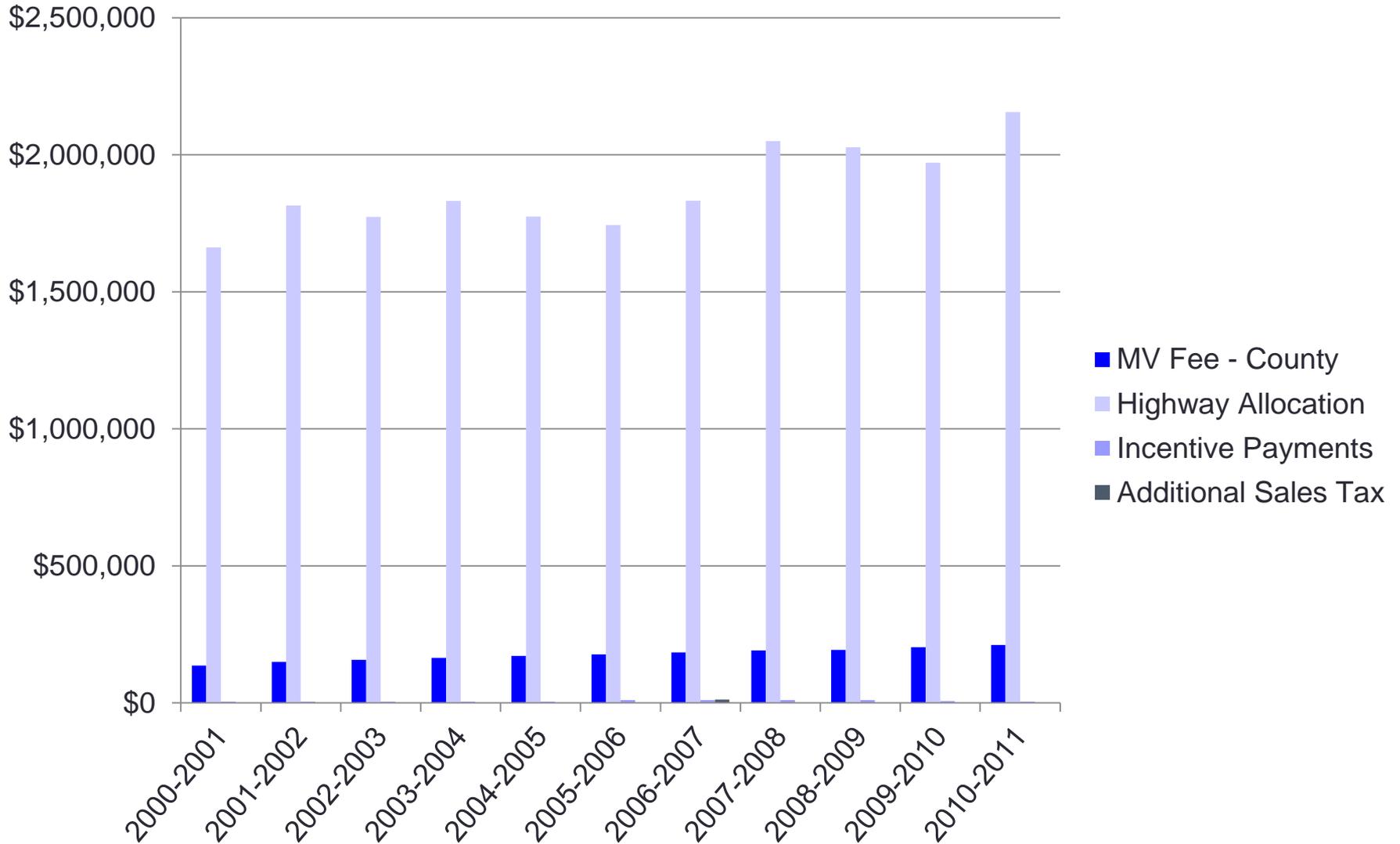
PLATTE COUNTY ROAD DEPARTMENT REVENUE SOURCES

REVENUE SOURCE	2000-2001	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011
FEDERAL:											
Recovery Bonds											\$4,570,400
FEMA Reimburse.											\$453,066
STATE:											
MV Fee - County	\$136,272	\$150,253	\$157,550	\$164,800	\$171,841	\$177,401	\$184,766	\$191,471	\$193,574	\$203,587	\$211,937
Highway Allocation	\$1,661,948	\$1,815,451	\$1,773,557	\$1,831,662	\$1,774,131	\$1,743,923	\$1,832,178	\$2,050,260	\$2,027,443	\$1,971,070	\$2,155,896
Incentive Payments	\$5,250	\$5,250	\$5,250	\$5,250	\$5,250	\$10,500	\$10,500	\$10,500	\$10,500	\$7,000	\$5,250
Additional Sales Tax							\$11,867				\$1,482
LOCAL:											
Miscellaneous	\$67,775	\$161,416	\$56,583	\$20,536	\$21,468	\$63,774	\$69,982	\$59,244	\$117,861	\$75,044	\$231,136
Tax Revenue	\$1,081,044	\$1,252,055	\$1,134,730	\$1,134,730	\$1,151,751	\$1,169,028	\$1,186,563	\$1,322,160	\$1,361,825	\$1,382,253	\$1,402,988
Inheritance Tax											\$125,406
TOTAL REVENUE	\$2,952,289	\$3,384,426	\$3,127,669	\$3,156,979	\$3,124,441	\$3,164,625	\$3,295,856	\$3,633,635	\$3,711,204	\$3,638,954	\$4,134,094
TOTAL EXPENSES	\$2,953,827	\$3,447,355	\$2,926,258	\$3,591,672	\$3,466,049	\$3,236,179	\$3,199,127	\$3,294,585	\$3,383,736	\$3,762,776	\$5,580,150

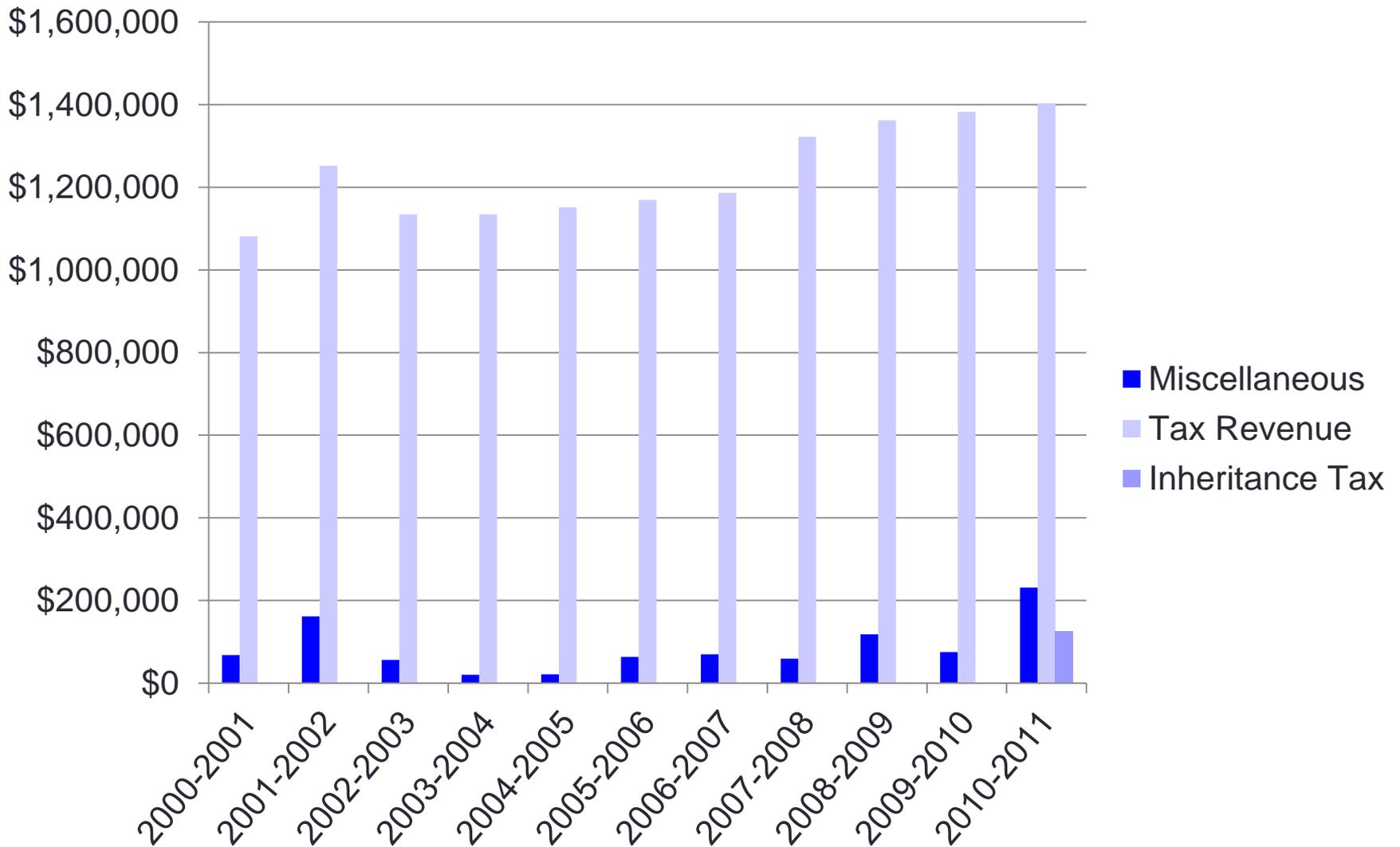
FEDERAL FUNDS



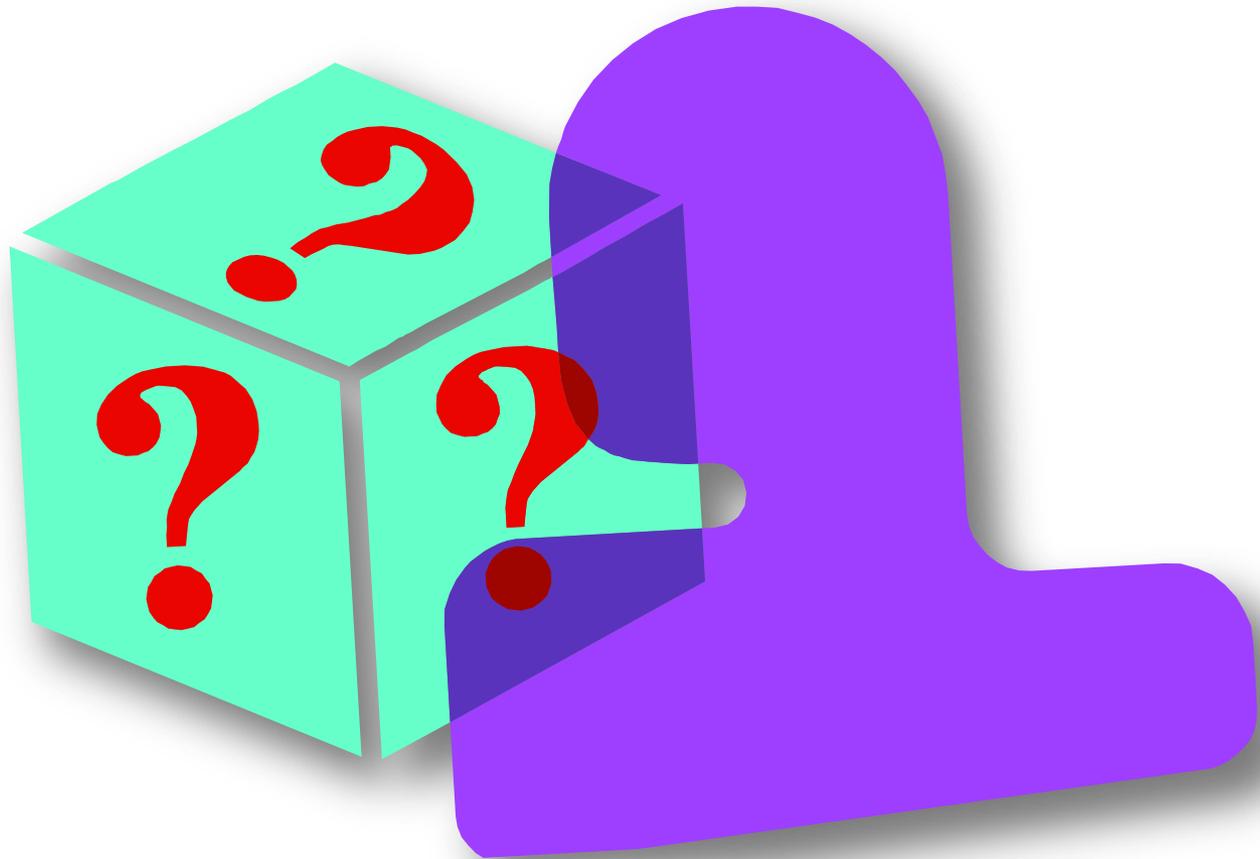
STATE FUNDS



LOCAL FUNDS



PUBLIC INPUT



The information in this presentation was compiled by Frederick Liss, Assistant Highway Superintendent, under the direction of the Platte County Road and Bridge Committee. Other members of the department contributing to this presentation: Jane Cromwell, Administrative Assistant; Jerry Schmidt, Traffic Control ; and Kayla Reicks, Technical Advisor.

Thank you to:

- State Senator Paul Schmacher
- State Department of Roads Representatives
- NeLTAP
- Brad Skinner, County Planner, Iowa
- Platte County Extension Office