



## FAQ: Clear Lake Road Projects

1. When is my section of the road going to be done?
  - The current 2024 construction timeline is planned to occur between August 1 and October 31, 2024. To reduce the overall impact on our community the overall project execution will be divided into four smaller segments and work will begin on the west end of Lakeview Drive and move progressively to the east. The construction plan for each segment will be finalized and presented at the Pre-Construction meeting.
  - The Pre-Construction meeting will be provided to the public by the construction contractor approximately one month prior to the start of work (July).
  - During the construction phase plans are updated frequently to adjust to fluctuations in weather conditions, equipment availability, material deliveries, utility issues, etc.
  - Communication of public meetings and construction updates are provided via REACH Alert (Sign up to receive phone, text, or email notifications at [reachalert.com](http://reachalert.com) or 1-877-307-9313) and on the TOCL Web Page see Announcements.
2. Why do they do this during the summer months, can't it wait until off-season?
  - Asphalt compaction and curing requires air and ground temperatures above 55 degrees Fahrenheit and generally dry weather to achieve the proper structural integrity to withstand our harsh winter weather. The ideal temperature for paving is generally 70 degrees Fahrenheit or higher.
  - Asphalt paving in Indiana has been reliably done beginning in May and extending through October.
  - For all the above reasons, asphalt plant production typically closes during the winter months, making it challenging to purchase asphalt.
3. How long does this mesh need to stay down and can I mow over it?
  - Grass seed mats were used to place a uniform layer of grass seed across the construction areas to prevent loss of the seed during heavy rain and high wind events.
  - The mesh within a grass seed mat is biodegradable and will decompose over time.
  - Our Street Superintendent does not advise mowing over the synthetic mesh which is held down by metal stakes until the grass seed has matured and is well established. If a resident wishes to mow over the area they should carefully inspect/remove for loose mesh and tie down stakes and set their mower at its highest setting to minimize the risk of being hit by the mower blade.



- Our Street Superintendent will be supplementing the areas with additional seed and removing loose mat materials at that time.
  - Future projects will plan on using grass sod.
  - If you have any questions, please call the TOCL Street Superintendent.
4. Why are there flags in my yard and why doesn't someone remove them when the project is completed?
- Color coded Flags, Painted Lines, Stakes and Signs are used to mark the location of underground utilities.
    - Red flags indicate electric utilities.
    - Orange flags indicate telecommunications utilities.
    - Green flags indicate sewer and drain lines.
    - Yellow flags indicate oil and gas utilities.
    - Blue flags indicate water utilities.
    - White flags indicate excavation areas.
    - Pink flags indicate temporary survey areas.
  - Marking utilities is critical for worker safety and protection of the environment.
  - Removing the utility flags prematurely can cause confusion and potential damage to underground infrastructure.
  - The Town Street Superintendent will remove all flags once construction has been completed; residents should not remove flags but contact the Town Street Superintendent if they have concerns or questions.
  - Indiana Law (IC 8-1-26) requires marking of all underground utilities prior to construction and regulates when markings can be removed without risk of penalty.
    - Locates should be requested 3 weeks in advance of work starting to ensure markings are in place.
    - The Road Contractor is responsible for marking all public utilities prior to construction.
    - Residents are responsible for marking all private utilities. (Example of private utilities are underground Electric & Water lines to a Garage) See Town Web Page / Announcements / Private Locates for a local resource that can be contracted to perform the marking.
  - If you have any questions, please call the TOCL Street Superintendent.
5. Why are we spending all our tax dollars on roads?
- Our road projects take advantage of Indiana's Community Crossing Matching Grant program which offers small communities like ours a 75% State - 25% Town cost share for the project
  - Indiana's tax revenues are distributed to state agencies and local units of government like the Town of Clear Lake (TOCL) for pre-designated uses.
  - TOCL receives funds for the following designated purposes:



- General Operation (~51% of budget): Chief operating fund of the municipality
  - Public Safety (~7% of budget): Funding police departments, fire departments, and emergency services.
  - Economic Development (~3% of budget): Supporting local businesses, promoting growth, and attracting investment.
  - Infrastructure (~39% of budget): Maintaining roads, bridges, and other public facilities.
  - Other Services (~<1% of budget): Providing services related to health, environment, and community development.
  - Road improvement projects are funded from within the TOCL's infrastructure budget.
6. Why are we not widening the road, the road seems to be getting smaller? (I think cars are getting bigger)
- The town roads are designed and surveyed to remain the same width for several reasons.
    - Legally the town's roads must remain within the designated area known as road Right-Of-Way (ROW). ~32% of our roads are designated as "ROW by Use" which constrains the road width to its current dimension.
    - Preserve the established residential features such as mailboxes, residential driveways, landscaping, etc.
    - Public utilities have been established in locations relative to the existing road system.
  - If it seems like the roads are getting smaller, it's more likely the result of the natural landscape encroaching on our roads as it matures. Our street superintendent monitors our roads and identifies locations needing trimmed annually.
7. Who do I discuss my drainage issue with so they can be fixed?
- The Governing principals for stormwater drainage are set by the Unified Development Ordinance and TOCL Road Policy and state:
    - Residents are responsible to prevent stormwater from crossing lot lines and into road (Reference: Unified Development Ordinance)
    - Town is responsible to manage stormwater from roads within Road Right of Way if possible placing priority of the use of swales (Reference: TOCL Road Policy)
  - The initial contact should be with our Town Street Superintendent (road related drainage concerns) or Zoning Administrator (lot related drainage concerns) by calling the Town Hall at 260-495-9158.
  - The Town Street Superintendent will convene the drainage board to assess concerns raised by residents, builders, etc., evaluate possible solutions, and recommend corrective action/s.



- The drainage board is comprised of the Street Superintendent, Zoning Administrator, Town Engineer (as necessary), and a Town Councils Infrastructure Member
8. Can I ask the paving contractor to do a side job for me?
- Yes, however, certain restrictions apply to prevent negatively impacting the cost or schedule of the Town's Road project. Interest should be coordinated directly with the paving contractor between the time of award and the pre-construction meeting.
9. Will there be a drop off between my driveway and the temporary road during construction?
- Yes, during the initial stages of construction it is likely that resident's driveways will be significantly higher than the temporary road surface. To prevent damage to vehicles and continued ingress/egress a stone ramp will be installed.
  - Daily coordination occurs with emergency services to ensure emergency vehicles always have access to residences.
10. What is the difference in the asphalt finish from previous years.
- INDOT has increased the maximum allowable size of aggregate for the surface course of asphalt which results in a higher structural performance but a less smooth finish than in previous years projects.
  - The town's roads experience significant environmental and use stresses and will therefore require a maintenance sealcoat every three to five years to achieve their intended long lifespan.
  - Sealcoating is the application of a protective layer to asphalt surfaces and provides many benefits like smoother surface, environmental protection, and improved appearance.
11. Why are we using 53 Limestone instead of using local gravel as a base?
- Because limestone is 100% crushed, it has an angular shape that causes friction between particles. This friction gives it superior strength over traditional sand, gravel, or recycled material.
  - Engineers will often spec limestone because they are able to use less material and achieve equal or greater strength than sand and gravel.
  - Additionally, limestone is superior to local sand and gravels in its moisture wicking properties making it ideal for the Town as many locations are close in elevation to the water table.
12. What's the advantage of using "Swales" instead of Drains?
- The primary advantage of a Swale over a drain is that road contaminants, carried off by stormwaters, are trapped in the grassy swale as the water percolates through our sandy soils.
  - TOCL sustainment initiatives like these are important contributions to the overall preservation of Clear Lake. Residents are responsible for watering newly seeded or sodded areas, keeping swales free of leaves and brush and keeping grass trimmed below the elevation of road surface allowing water to runoff road