

**DELAWARE COUNTY SECONDARY ROAD DEPARTMENT
POLICY AND PROCEDURE MEMORANDUM**

SUBJECT: Use of Demolition Materials for Riprap on Bridges and Culverts

Background:

Following floods, bridge inspections, or other events, bridge piers and abutments, stream channels and culvert outlets may be designated by the county engineer as needing additional riprap to protect substructure components or stream channels under county jurisdiction. IDNR regulations allow the use of clean, broken concrete as an alternative to crushed limestone and other natural materials for riprap as long as all reinforcing steel is removed or cut flush with the face of the broken material. IDNR regulations provide that no material containing asphalt pavement can be used as riprap.

County use of broken concrete from private property is mutually beneficial to taxpayers and individual property owners. Use of demolition material offered at no cost to the county allows the county to save considerable expense in comparison to purchasing crushed material from a quarry. The county can also save money by limiting haul distance to the site needing riprap. Property owners save money by having material hauled away that would otherwise have to be buried on site or hauled away by a contractor at the property owner's expense.

This policy outlines the county policy on using broken concrete for riprap from property owners and from sites not owned by the county.

Policy:

Any property owner with concrete from demolition of buildings, silos, or feedlots may contact the county engineer's office and offer the county the use of the material at no cost to the county. The county engineer or maintenance superintendent will examine the material offered and determine its suitability as riprap. Material should be broken with reinforcing steel removed or cut off flush with the broken face of the concrete. Pieces must be smaller than 3' x 3' x 3'. The county staff will not separate building materials or tear down building structures for the property owner to collect and use broken concrete. Sites must have all building materials removed prior to the county moving in to begin loading broken concrete.

The county may refuse the material if it is unsuitable due to the size of the material or if the presence of excessive exposed reinforcing steel makes the material too difficult to prepare it for use due to non-compliance with state regulations. At the option of the county engineer or maintenance superintendent, the county may choose to break the material into suitable sized material for its use as riprap.

Acceptance of offered material by the county is not a guarantee, by either the landowner or the county, that the material will be used by the county. If the landowner has another use or offer for the material prior to the county using it, the landowner should do so. If

the county has no bridges, culverts, or stream channels in a reasonable haul distance from the demolition material source, it may choose not to use the material, or delay using the material until all other sources nearer the bridge site are exhausted.

The county will haul broken concrete from private property from the most efficient location to the nearest bridge needing additional riprap. Priority for hauling broken concrete will be given to the sites based on the bridges needing additional riprap. The amount of time a landowner's material has been on the list of demolition material sources will not be the most important criteria in selecting material for use. Ease of handling and loading and proximity to the site where the material is needed are the county's primary interest when determining when and where material will be collected and used.

Removal of broken concrete from private property is not a service provided by the county to landowners. While individual landowners receive benefit from having broken concrete removed from their property, this work is done as a convenience and cost savings for the secondary road fund and the taxpayers of the county, not as a service to any one property owner who needs old structures removed from their property.

APPROVED:

Bill Skinner, Chairman-Delaware County Board of Supervisors

Mark J. Nahra, Delaware County Engineer