

2006 ANNUAL REPORT OF THE CONDITION OF ROADS, BRIDGES, AND CULVERTS

Coshocton County Engineer

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This report is filed annually to highlight the Coshocton County Engineer's Office activities of 2006 and to lay out the tentative plans for the year 2007.

As I look back over the 14 years that I've had the opportunity to serve in this capacity, I am thankful for and humbled by the support of the community for the work that we do in the Engineers' Office. Although we cannot always provide our constituents with the answers that they want, we always strive to provide the best service we can within the constraints, both legally and fiscally, under which we have to operate.

I hope that you will find this report interesting and informative. As always, if you have questions with regard to the county road and bridge system, please feel free to contact us at 740-622-2135 or via email at fredwachtel@coshoctoncounty.net.

PERSONNEL MATTERS

People are what make our operation successful. We have an interesting mix of ages, personalities, and backgrounds that creates a unique perspective on what we do.

We had one retirement in 2006. Danny Medley, a highway maintenance worker with over 34 years of service, retired to spend more time hunting and fishing and being Danny. We wish him well.

We brought Mike Campbell on board last spring as our construction supervisor with two primary responsibilities- to administer our Access Management and permitting program, and to provide construction inspection on our contract projects.

5 employees completed 2006 with perfect attendance. John Shroyer one year, Rob Helmick three years, Rick Conkle and Jeff Staser six years, and Sam Maple has made it at least 13 years in a row.

After a prolonged negotiating session which included a contract rejection by the membership, and a fact finding hearing, we were able to finalize our collective bargaining agreement with AFSCME Local 343.

MAJOR ROAD IMPROVEMENTS

Our 2006 paving program went a little better than the 2005 program, although it was not without some challenges due to the large volume of work that needed to get done and the extreme increase in prices that we experienced. This was also the first time we ever had to deal with the asphalt bidder price escalators.

We had four large resurfacing contracts in 2006. The first was the completion of the OPWC work that we had to abandon in 2005 due to the legal wrangling among the County Commissioners and two paving

contractors. Ohio Asphalt Paving was the successful bidder on this contract which included: CR 23, 5.02 miles, from CR 17 to US 36, Jackson Township; CR 41, 3.24 miles, from SR 60 to SR 79, Jefferson Township; CR 55, 1.99 miles, from CR 23 to Coshocton Corporation, Jackson Township; and CR 124, 3.91 miles, from SR 541 to CR 16, Lafayette Township. The total cost for this work was \$1,004,284 which was \$195,000 more than we would have paid in 2005 when the work was originally started. The County Engineer's Office had to eat all the additional expense.

We received funding for two CSTP resurfacing projects in 2006 – CR 16 from Coshocton Corporation Limit to West Lafayette Corporation Limit, 4.175 miles in Tuscarawas and Lafayette Townships; and CR 9 from SR 751 to the Newcomerstown Corporation Limit, 4.385 miles in Oxford Township. Although bid separately, The Shelly Company was low bidder on each project. The final cost for CR 16 was \$565,566.43 of which we paid \$141,486, and the final cost of CR 9 was \$497,482.01 of which we paid \$99,496.41.

OPWC Round 20 County Resurfacing Program was awarded to The Shelly Company. In addition to paving a portion of three county roads, this program included various streets in the City of Coshocton, and numerous roads in Lafayette, Tuscarawas, and Virginia Townships. Each entity was responsible for funding their local match, but the contract administration and construction inspection were handled by personnel from the County Engineer's Office. County roads paved as a part of this project were

- CR 10 from CR 236 to SR 651, Crawford Township, 5.71 miles, estimated to cost \$404,966 when grant applied for, actual cost \$444,561;

- CR 12 from TR 212 to SR 643, Mill Creek and Crawford Townships, 6.29 miles, estimated to cost \$468,358 when grant applied for, actual cost \$642,042.
- CR 19 from SR 60 to SR 83, Clark Township, 4.23 miles, estimated to cost \$289,622 when grant applied for, actual cost \$337,579.

All of the additional costs, over \$261,000 had to be covered locally.

Because all the paving work was a combination of various grants and local funds we felt it important to keep them moving. So, we had the County Commissioners borrow \$750,000 to help cover our increased local share for these projects. This loan was for one year and will be paid back in September, 2007. The good thing is that we were able to complete the projects; the bad thing is that our 2007 paving program is going to be reduced so that we can repay the loan.

Current condition ratings of our 351 miles of road as reported on our most recent OPWC Capital Improvement Report are: 58 miles are excellent; 132 miles are good; 132 miles are fair; 28 miles are poor; and none are critical. Of these 350 miles almost 72 miles are still gravel roads.

PENDING ROAD PROJECTS

Projects that are planned for 2007 include:

- CR 12, 3.05 miles, from SR 83 to TR 212, Keene and Mill Creek Townships, asphalt resurfacing, funded through OPWC;
- CR 54, 3.92 miles, from SR 60 to SR 541, Washington and Bedford Townships, asphalt resurfacing, funded through OPWC;
- CR 298, 0.94 miles, CR 6 to CR 297, Virginia Township, motor paving, funded entirely by MVG;
- CR 91, 0.93 miles, SR 83 to railroad, Tuscarawas Township, asphalt resurfacing, funded entirely by MVG;
- CR 501, 0.60 miles, SR 541 to SR 541, Jackson Township, asphalt resurfacing, funded entirely by MVG;
- CR 14, 1.38 miles, Muskingum County Line to CR 436, Washington Township, double seal, funded by MVG;
- CR 33, 4.33 miles, CR 19 to CR 49, Monroe and Clark Townships, double seal, funded by MVG;
- CR 49, 4.20 miles, SR 60 to SR 60, Bethlehem, Jefferson, Monroe, and Clark Townships, double seal, funded by MVG;
- CR 436, 3.87 miles, CR 14 to CR 3, Washington and Pike Townships, double seal, funded by MVG;
- Repay the loan for local share of 2006 work.

This list is the plan, as of now. Depending upon the severity of the winter, bid prices and other factors it may need be necessary to revise the program as the year unfolds.

BRIDGE CONSTRUCTION

County personnel, in conjunction with concrete beam and concrete box contractors replaced 9 bridges in 2006. Pre-stressed concrete box beams –CR 54, B3 in Washington Twp.; TR 68 , B3 in Pike Twp.; TR 172, B3 in Adams Twp; and, TR 440, B 4 in Washington Twp.. Four-sided concrete boxes were installed at: CR 16 – B2 and B3 in Lafayette Twp.; TR 41, B5 in Bethlehem Twp.; TR 170, B2 in White Eyes Twp..

The General Appraisal of our bridges is as follows:

	GA9	GA8	GA7	GA6	GA5	GA4	GA3
'06	0	10	72	80	82	33	13
'05	10	4	67	68	94	38	9
'04	15	3	70	60	97	35	10
'03	1	15	59	60	98	47	10
'02	4	14	64	69	80	55	5
'01	6	11	62	62	88	54	7

Based upon ODOT's sufficiency ratings, the breakdown at year's end is as follows:

Condition	06	05	04	03	02	01	00	99
# of Bridges	290	290	291	290	291	289	293	293
Excellent	75	73	69	60	60	58	49	42
Good	98	97	92	86	82	78	82	79
Fair	75	90	93	92	89	99	99	103
Poor	42	30	36	52	51	54	62	68
Critical	0	0	1	0	0	0	1	1
% Posted	29.3	30.0	30.6	34.0	35.7	40.1	43.0	46.4

PENDING BRIDGE PROJECTS

Bridges planned for construction in 2007 include:

- CR 10 Bridge 14, Crawford Twp.
- CR 97, Bridge 3, Adams Twp.
- CR 207, Bridge 3, Keene Twp.
- TR 90, Bridge 5, White Eyes Twp.
- TR 111, Bridge 1, Newcastle Twp.
- TR 111, Bridge 2, Newcastle Twp.
- TR 219, Bridge 2, Mill Creek Twp.
- TR 360, Bridge 1, Tiverton Twp.
- TR 483, Bridge 1, Franklin Twp.

The replacement of CR 436, Bridge 1 is scheduled to sell in April, 2007. This project is being funded through the CSTP/LBR program and will be administered as a traditional ODOT managed project. It has been a real challenge to work our way through ever increasing bureaucratic maze that these projects require. Thankfully, when this bridge is completed, our oldest major structure (longer than 80 feet) will be 1971 vintage, and we have no more structures in the LBR program.

FLEET MANAGEMENT

Fleet updates in 2006 included: two new GMC dump trucks for \$118,708.00 with trade in of one truck because we totaled one truck plowing snow in January, 2006; two GMC 4WD Sierra 1500's for \$38,166.00.

GARAGE MAINTENANCE FACILITY

We made no significant improvements at our facility this past year.

VEGETATION CONTROL

As we continue to diligently pursue our roadside maintenance program, we are seeing more and more improvement in the safety and appearance of roads. We are able to cover almost the entire 350 miles of road with our boom mowers each winter to mow back the brush and weeds.

We have re-vamped our spray truck by outfitting it with a remote controlled spray bar so that one man can spray with a much more precise application.

We are also investigating alternative equipment options, like a truck mounted boom mower, to see if there may be a better way to do things.

SAFETY ISSUES

Safety and training of County Engineer personnel included: Respirator fitting and training for select individuals; Red Cross CPR training; Hearing conservation testing and training; Snow removal techniques; Safe use of portable ladders; CDL rules changes; Safety footwear and implementation of the safety shoe purchase program; Heat stress; Recognizing waste from methamphetamine labs and their dangers; Forklift operation; Portable fire extinguishers; and, No smoking law.

Bill Reed, our Administrative Assistant for Safety and Training also attended sessions on: Workers' Compensation; Maintaining Team Spirit; Certification as a forklift instructor; Certification as an OSHA instructor for General Industry; and, The Ohio Safety Congress and Expo.

OSHA hours worked by County Engineer personnel in 2006 were 55,048, 58,566 in 2005 and 57,713 in 2004. We had 2 OSHA recordable injuries compared to 3 in 2005, but both resulted in lost time accidents, each with one day missed. The County Engineer's OSHA incident rate for 2006 was 7.27 which was significantly lower than the 2005 rate of 10.24.

We were successful in acquiring a CSTP Safety grant to fund a sign upgrade program. We purchased almost \$50,000 worth of 3M High Intensity Prismatic signs and posts for our personnel to install. We were able to place approximately 900 of these signs in 2006 and plan to complete the installations in 2007.

DRAINAGE IMPROVEMENTS AND CULVERT REPLACEMENTS

County crews completed a total of 45 different installations on our County road system in 2006 at a cost of \$62,599.25. These installations ranged in size from 12" up to 42" diameter plastic pipe with a total length of 1762 feet installed. Culverts were replaced in 11 of our 22 townships. Clark Township, with 17 installations, had the most replacements. Most of the installations were in preparation for our paving programs so that we won't have to cut the new pavement in the foreseeable future.

In our ongoing effort to assist our townships we installed a total of 5 culverts for five different townships for a cost of \$11,134.

Nine different townships and one village purchased a total of \$18,470.00 worth of culvert, salt, signs, sign posts, and cold mix from our office in 2006.

CENTERLINE STRIPING

We did no maintenance striping in 2006. However, we are participating in a multi-county striping program in 2007 that is funded with CSTP funds.

WINTER SNOW PATROL

The winter of 2005-2006 was almost over before winter began. The majority of storm events took place between November 23, 2005 and the end of the year. County crews responded 15 times, drove 15,906 miles, spread 980 tons of salt and 1200 tons of cinders and sand. The total cost for this work was just under \$77,000. By comparison, the cost in 04-05 was \$141,000, 03-04 was \$156,000, 02-03 was \$246,000 and 01-02 was \$81,000.

TAX MAP / GIS

We continue working on our parcel mapping. Everything is complete and current except for within the City of Coshocton. As of year's end we had completed 22,619 parcels with approximately 5000 remaining to do in the city.

In 2006 we reviewed 2723 deeds and 221 surveys. We assigned 123 new addresses and continue to fill in addresses in Coshocton. We performed 186 CAUV calculations for the County Auditor. Floodplain management included the evaluation of 123 potential permits with the determination that 14 required permitting.

We handled 2064 parcel transfers in 2006. Of these transfers 247 properties transferred twice and 22 transferred 3 times. We handled 118 split requests for the Coshocton County Regional Planning Commission which had the potential of 217 possible new lots. There were a total of 142 splits that transferred in 2006.

We were able to purchase a large format scanner in 2006 and will be using it to scan all of the existing property surveys into the GIS.

We are continuing the push toward a County GIS. As we continue to build our various data sets we are also investigating various vendors who can help us roll the system out to the Web. We expect to have our site up and available to the public in 2007.

ACCESS MANAGEMENT

We began our Access Management implementation in April, 2006. As mentioned earlier, we brought Mike Campbell on to run this program for the county. From April to the end of December we handled 76 access permit applications and reviewed 79 proposed property splits to insure that the new parcels would have acceptable access to the public road

Overall, the program seems to working pretty well. We are able to head off a lot of problems before they even have a chance to materialize. In addition, we are working to correct some of the problem drives that we have fought for years. I think most of the townships are finding the system is working, too. They don't have to be the "bad guy", we get to be.

Mission Statement

We are a team of County Employees responsible for providing a safe, efficient county highway system for the traveling public. Our task is accomplished by a combination of hard work, good planning, and pride in a job well done.

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