

2008 ANNUAL REPORT OF THE CONDITION OF ROADS, BRIDGES, AND CULVERTS

Coshocton County Engineer

Frederick T. Wachtel, P.E., P.S.

This report is filed annually to highlight the Coshocton County Engineer's Office activities of 2008 and to lay out the tentative plans for the year 2009.

What a year 2008 was! As we heard over and over during the election campaign – change, change, change. We certainly saw a lot of change in our operation, county, and country - and, not all of it to the good. As oil prices climbed to dizzying heights, the impact on the County Engineer's Office was every bit as dramatic. Asphalt prices almost doubling, fuel prices doing the same, salt prices increasing 80+%, other materials increasing considerably had us scrambling to try to keep our office afloat. We even had to borrow \$500,000 to be paid back in 2009 so that we could complete our modest construction programs that we had started in 2008.

Even amidst all of this turmoil, the dedicated employees of this office were able to make a number of improvements to the county highways and bridges. Their sense of pride and their passion for doing good things can be seen in the accomplishments listed in this report. Their efforts make my job much easier.

The year 2008 was also an election year for me. I am grateful for the opportunity to serve a fifth term in office. Thank you for your support.

I hope 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. And, for current information with regard to the County Engineer's Office please visit our website at www.coshoctoncounty.net.

PERSONNEL MATTERS

This year brought major changes to the make-up of the Coshocton County Engineer's Office.

We welcomed Andy Jones to our team as our Deputy County Engineer. Andy took over the safety and training responsibilities as well as assumed the role of Deputy County Engineer after our previous deputy retired July 31st (more on that in a minute). Andy came to us from the Coshocton County Regional Planning Commission director position. Prior to that he worked with a paving contractor and prior to that he served as the village administrator for Millersburg, Ohio. Andy brought a wealth of knowledge and experience to our operation. And, he also brings interesting parenting stories as he and his wife are the parents of triplets who started kindergarten this past fall.

In our ongoing effort to "right-size" our operation we offered a 2 year retirement incentive program in 2008. A total of 10 of our employees were eligible for the program and 6 took advantage of the opportunity.

Deputy County Engineer Steve Siegrist retired

July 31st after 24 years with the office. Among other things Steve handled our bridge replacement program. As a result of his efforts we have been able to improve the overall condition of the 290 bridges considerably in the last 16 years. A summary of our bridge conditions can be found later in this report.

Bridge foreman Denny Smailes retired July 31st with over 35 years of service and road foreman Roger Hill retired in March with 25 years of service. These two departures provided us an opportunity to re-evaluate our operation and we decided to merge the two positions into one assistant superintendent. We were able to fill the new position from within by promoting Scott Frazee from highway maintenance worker. Scott has really embraced the job and is helping us to bring out the best in the workforce.

Also retiring in 2008 were highway maintenance workers Norm Aronhalt, 29 years of service; Rick Conkle, 25 years of service; and, Jesse Maple, 26 years of service. Combined, these retirements took a collective 164 years of service and knowledge out the door in 2008.

We also completed negotiations with AFSCME Local 343 on a new three year collective bargaining agreement.

Six employees completed 2008 with perfect attendance - Jona Lee Mikesell, Scott Frazee, Brent Everhart, and John Shroyer one year; Rob Helmick five years; and Jeff Staser has made it eight years in a row.

MAJOR ROAD IMPROVEMENTS

For 2008 we had another limited resurfacing program. We did, however, continue to utilize three different surface treatments in attempt to get the most bang for our buck. In addition to traditional hot mix asphalt paving, we also contracted for motor-paved, and for chip sealing. Because of the unprecedented increases in asphalt due to the spike in oil prices, we were forced to borrow \$500,000 to insure that we were able to pay for the work planned in 2008. This loan will be paid back out of our 2009 budget.

- We administered all aspects of two OPWC Round 22 resurfacing projects. The County OPWC Resurfacing Program – 2008 included the County Engineer, the City of Coshocton, the Village of West Lafayette, and the Townships of Lafayette and Tuscarawas. The Local OPWC Resurfacing Program included roads in the Village of West Lafayette, Lafayette Township, and Virginia Township.

- Coshocton County Engineers' roads included in this program were:

- CR 19, CR 22 to TR 19, 1.56 miles, Monroe Township at a cost of \$173,550;
- CR 22, Warsaw Corporation Limit to CR 33, 6.09 miles, Jefferson and Newcastle Township, costing \$685,035;
- And, CR 33, CR 22 to CR 19, 0.33 miles in Monroe Township, costing \$37,060
- And, CR 10, CR 425 to CR 236, 4.99 miles in White Eyes and Crawford Townships, costing \$526,235

- Our motor-paving work in 2008 was done by The Shelly Company. The project included: all of CR 297 from CR 6 to SR 541, 4.83 miles at a cost of \$242,093; and, all of CR 51 from SR 541 to SR 79, 1.40 miles at a cost of \$74,343.

- Seal work in 2008 was provided by Melway Paving. Their work consisted of: CR 18 from SR 541 to CR 367, 2.68 miles for \$63,322; CR 20 from SR 715 to CR 401, 4.63 miles, for \$109,397; and, CR 365 from Knox County Line to CR 368, 0.59 miles, for \$13,940.

Current condition ratings of our 352 miles of road as reported on our most recent OPWC Capital Improvement Report are: 84 miles are excellent; 117 miles are good; 132 miles are fair; 17 miles are poor; and none are critical. Of these 352 miles almost 60 miles are still gravel roads.

PENDING ROAD PROJECTS

Due to the financial shortcoming we had to deal with in 2008, our 2009 resurfacing program is very limited. The only projects in the plan, as of now, are funded, in part, through OPWC grants, and include:

- CR 91, 0.93 miles, asphalt, from SR 83 to the City of Coshocton corporation limit, Tuscarawas Township;
- CR 294, 0.83 miles, asphalt, from Muskingum County Line to CR 75, Virginia Township;
- CR 495, 0.40 miles, asphalt, US 36 to Coshocton corporation limit, Jackson Township;
- CR 93, 4.95 miles, motor-pave, from US 36 to CR 2, Oxford and Adams Townships;
- CR 274, 1.84 miles, motor-pave, Muskingum County Line to Bridge 7, Franklin Township; and,
- CR 497, 0.41 miles, motor-pave, CR 274 to Muskingum County Line, Franklin Township.

As always, this list is subject to change. Depending upon the severity of the winter, bid prices and other factors it may be necessary to revise the program as the year unfolds. If the Economic Stimulus Package makes it down to our level, we may be able to expand the program.

BRIDGE CONSTRUCTION

We were able to complete the construction of 8 replacement bridges in 2008. All were completed by County personnel, in conjunction with concrete beam and concrete box contractors. Pre-stressed concrete box beam bridges built in 2008 included: CR 18, B1 in Washington Twp. and TR 224, B1 in Crawford Twp. Four-sided concrete boxes were installed at: TR 111, B1 and TR 111, B2 in New Castle Twp.; TR 360, B1 in Tiverton Twp; and TR 164, B3 in Tuscarawas Twp. One structure was replaced as a steel structure, TR 67, B1 in Washington Township.

In addition to our regular bridge replacements we undertook a unique project – the relocation and reconstruction of a cut stone arch bridge. We called Dave Kridler, a local stone mason, to give us some guidance. We photographed, measured, and numbered the stones before we ever started to disassemble it. We put a culvert in the stream and placed straw bales between the pipe and the structure to cradle the stones once we lifted out the keystone. And it worked! Throughout the entire process we only broke 2 of the 108 stones that made up the bridge. After bringing the stones back to our garage we staged them in such a manner so that they could be picked up and placed without having to carry around any other stones. The structure has been resurrected in our yard for the public to see and appreciate the efforts of our forefathers. And, all of us involved with the project have nothing but admiration for those craftsmen who put together these bridges without the aid of modern construction equipment.

The General Appraisal of our bridges is as follows:

	GA9	GA8	GA7	GA6	GA5	GA4	GA3
'08	0	17	87	70	75	34	6
'07	0	4	82	76	83	30	15
'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	08	07	06	05	04	03	02	01
Bridges	289	290	290	290	291	290	291	289
Excellent	91	85	75	73	69	60	60	58
Good	93	104	98	97	92	86	82	78
Fair	73	72	75	90	93	92	89	99
Poor	32	28	42	30	36	52	51	54
Critical	0	0	0	0	1	0	0	0
% Posted	22.4	26.6	29.3	30.0	30.6	34.0	35.7	40.1

PENDING BRIDGE PROJECTS

Bridges to be completed in 2009 that were initiated in 2008 include:

- TR 101, Bridge 1, Adams Twp.
- TR 159, Bridge 16, Lafayette Twp.

Bridges planned for construction in 2009, provided funds are available, include:

- CR 10, Bridge 7, White Eyes Twp.
- TR 5, Bridge 3, Oxford Twp.
- TR 25, Bridge 1, Clark Twp.
- TR 64, Bridge 1, Virginia Twp.
- TR 69, Bridge 3, Mill Creek Twp.
- TR 78, Bridge 1, Bedford Twp.
- TR 88, Bridge 2, Crawford Twp.
- TR 174, Bridge 4, White Eyes Twp.
- TR 220, Bridge 2, Mill Creek Twp.
- TR 475, Bridge 1, Pike Twp.

FLEET MANAGEMENT

Fleet updates in 2008 included: two new GMC dump trucks for \$199,888.00. Two trucks were taken out of our rotation with one being sold to Richard Downing Airport and the other to White Eyes Township for a total of \$42,000.00.

VEGETATION CONTROL

The Truck-Kat was added to our vegetation control arsenal in 2008. This unit is a flat bed truck with a self-contained boom mower mounted to the bed. The operator, Chris Guthrie, is completely satisfied with the performance of the unit. In addition to doing boom

mowing, the truck has eliminated the need to shuttle mower operators to and from the job site because he can now drive himself and transport the other mower operator as well. And, we reduce by one the number of pieces of equipment that have to be parked on the road overnight.

SAFETY ISSUES

PDK Construction was the successful bidder for our joint guardrail project construction with Guernsey County. Nearly 21,000 feet of guardrail was built along CR 16, CR 19, and CR 23. This work was funded by a safety improvement grant through the County Surface Transportation Program (CSTP).

The safety and training of our employees remain one of the priority goals of the Engineer's Office. Some of the various ongoing training for our employees include: hearing conservation testing and training; snow removal techniques; severe weather safety; and commercial drivers' license instruction.

OSHA hours worked by County Engineer personnel in 2008 were 53,809; 55,875 in 2007, 55,408 in 2006, 58,566 in 2005 and 57,713 in 2004. We had 3 OSHA recordable injuries, which resulted in three days of lost time. The County Engineer's OSHA incident rate for 2008 was 11.15.

DRAINAGE IMPROVEMENTS AND CULVERT REPLACEMENTS

County crews completed a total of 34 different installations on our County road system in 2008 at a cost of \$61,186.28. These installations ranged in size from 12" up to 60" diameter plastic pipe with a total length of 1,506 feet installed. Culverts were replaced in 11 of our 22 townships. Virginia Township, with 8 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 2 culverts for two different townships for a cost of \$3,572.39.

Eleven different townships purchased a total of \$24,245.56 worth of culvert from our office in 2008.

WINTER SNOW PATROL

The winter of 2007-2008 was difficult to say the least. It seemed like all we did for most of the season was run our snow routes. County crews responded 35 times, drove 46,418 miles, spread 2527 tons of salt and 3700 tons of cinders and sand. The total cost for this work was just over \$371,000. By comparison, the cost in 06-07 was \$141,000, 05-06 was \$77,000, 04-05 was \$141,000, 03-04 was \$156,000, 02-03 was \$246,000 and 01-02 was \$81,000. The other problem we faced going into the 08-09 winter was that our budget for salt was depleted. We had to start the winter with very limited

material and little extra money available to purchase supplies.

TAX MAP / GIS

In 2008, we reviewed 1586 deeds, affidavits, land contracts and instruments of transfer, as well as 195 property surveys. We performed 131 CAUV calculations for the County Auditor and issued 9 floodplain permits.

A total of 1843 parcel transfers in 2008. Of these transfers 192 properties transferred twice, 28 transferred 3 times, and 4 parcels transferred 4 times. A total of 117 lot splits were mapped in 2008.

ACCESS MANAGEMENT

A total of 63 access permit applications were received in 2008, which generated \$2575 in fees. Of that total, 25 were minimum volume drives which include new field drives, oil well drives, etc.; 35 were very low volume drives being mostly residential drives; and one low volume commercial drive. In addition, 18 existing bad drives were identified and corrective action plans worked out with the owners.

We also subscribe to OUPS and receive copies of all locate requests in our county. By reviewing these requests we are able to find out about work going on that has not been issued the appropriate permits. Sixteen of these reviews resulted in corrective action being taken by the contractor in some locations, and permits in the others.

The other component of this program involves evaluating all proposed new splits to insure that safe, viable access can be sited on the proposed parcel. In 2008, 75 splits were reviewed. Four of these were turned down and were later re-configured to comply with the regulations or granted variances.

The Coshocton County Regional Planning Commission felt that the Access Management program needed to be reviewed and fine tuned. After a number of meetings and spirited discussions, some adjustments were proposed to the County Commissioners. Subsequently, the Commissioners held the required public meetings to consider the proposed changes, they decided to adopt the revisions to the plan. So, starting February 1, 2009 we will be administering the "Smart Growth Transportation Policy" which has incorporated a number of changes to the spacing and speed / sight distance standards to be utilized with the program. The new policy will be posted on our website.

Utility permits are also handled under this umbrella. In 2008 we issued 12 such permits which generated \$120.

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