

2010 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 2010 and to lay out the tentative plans for the year 2011.

With our funding remaining at 2007 levels the challenge to maintain our county roads and bridges becomes even greater. With costs continuing to climb and available revenue remaining stagnant it is inevitable that the condition of our infrastructure will deteriorate. And, the level of service we are able to provide in many different areas will diminish. We continue to explore ways to do more with less; however the overall condition of our roads and bridges will continue to decline without additional funds.

On a more upbeat note, we made good progress on the Three Rivers Peninsula Project this past year. Building demolition and site reclamation was completed on the six tracts that were acquired through a combination of property donation, local monetary donations, Clean Ohio and Neighborhood Stabilization Grants. This floodplain mitigation, green space project now provides access to both the Tuscarawas and Walhonding Rivers and has eliminated a number of unsightly structures along this very heavily traveled entrance into the City of Coshocton.

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

We ended 2010 with a total of 25 employees in the County Engineer's Office, including one person in the Tax Map Office and myself. We continue to evaluate staffing and our ability to provide the essential services to the citizens of Coshocton County. Due to funding uncertainties we are continuing to be very conservative with our staffing so that more funds can be put toward the roads and bridges in the county.

Six employees completed 2010 with perfect attendance – Pam Acord, Dave Alexander, and Cliff McPeak one year; Scott Frazee and Brent Everhart, three years; and Rob Helmick seven years in a row.

BUILDING IMPROVEMENTS

We've now been in our new office for 10 years and have started some updates to the building. Because of rusting issues we have replaced four of the outside doors. We will continue to replace the other doors as needed. We also replaced the carpet in the entry and main hallway with a vinyl flooring that resembles slate. Carpet in the offices may get replaced in 2011.

MAJOR ROAD IMPROVEMENTS

Our 2010 resurfacing program consisted of a combination of MVG funding and OPWC grants.

We administered all aspects of the OPWC Round 24 resurfacing project. The County OPWC Resurfacing Program – 2010 included the County Engineer, the Village of West Lafayette, and the Townships of Franklin, Lafayette, Newcastle, Virginia and Tuscarawas.



Coshocton County Engineer's roads resurfaced in 2010 included:

- CR 19, TR 22 to SR 60, 4.17 miles, asphalt, Monroe and Clark Townships at a cost of \$421,178;
- CR 20, SR 206 to CR 401, 1.45 miles, asphalt Tiverton Township, costing \$146,453;
- CR 254, CR 9 to RR Crossing, 0.56 mile, asphalt, Oxford Township, costing \$56,586;
- CR 271, CR 429 to CR 273, 1.04 miles, motor-pave, Franklin Township, costing \$68,168;
- CR 343, SR 60 to TR 312, 1.53 miles, motor-pave, Virginia Township, costing \$86,061;
- CR 365, Knox County Line to CR 368, 0.58 mile, motor-pave, Tiverton Township, costing \$28,869;
- CR 367, SR 541 to SR 229, 2.88 miles, asphalt, Perry and Newcastle Townships, costing \$282,906;
- CR 368, SR 715 to SR 206, various sections totaling 3.79 miles, motor-pave, Newcastle and Tiverton Townships, costing \$192,252; and,
- CR 402, SR 206 to SR 79, 3.68 miles, motor-pave, Perry and Bedford Townships, \$195,372.

Current condition ratings of our 350 miles of road as reported on our most recent OPWC Capital Improvement Report is as follows with the 2009 miles in parentheses: 50 (86) miles are excellent; 166 (120) miles are good; 99 (135) miles are fair; 35 (9) miles are poor; and none are critical. Of these 350 miles almost 60 miles are still gravel roads with additional sections of some of our hard surfaced roads deteriorating back to gravel. As you can see, we are losing ground in our resurfacing program and until there is some increase in revenue for the County Engineer's Office this problem will continue to grow.



The County Engineer's Office was the lead agency reviewing the plans and inspecting the construction of the Woda Olde Hickory Subdivision in Keene and Tuscarawas Townships. This 35 lot subdivision was built in 2010 and includes 33 "income qualified", single family homes and a community building. The storm water system in this subdivision is Coshocton County's first assessed, county ditch.

PENDING ROAD PROJECTS

Our 2011 resurfacing program will be funded through a combination of County Engineer's Office funds and a pending OPWC grant. No general fund monies are allocated to the County Engineer's Office. The planned projects, providing funding is available, include:

- CR 3, 5.79 miles, motor-pave, from Muskingum County Line to CR 383, Pike Township, estimated at \$360,224;
- CR 25, 2.70 miles, motor-pave, from CR 24 to CR 405, Bethlehem Township, \$178,717;
- CR 80, 4.73 miles, motor-pave, Muskingum County Line to CR 3, Pike Township, \$291,088;
- CR 103, 2.01 miles, motor-pave, from SR 751 to Tuscarawas County Line, Adams Township, \$130,239;
- CR 115, 1.01 miles, motor-pave, from US 36 to Dead End, Tuscarawas and Lafayette Townships, \$64,222;
- CR 116, 0.42 miles, motor-pave, CR 170 to Dead End, Lafayette Township, \$20,840;
- CR 236, 3.07 miles, motor-pave, from CR 10 to SR 93, Crawford Township, \$202,309;
- CR 318, 0.70 miles, asphalt, from MM0.7 to SR 60, \$36,311; and,
- CR 621, 1.91 miles, US 36 to US 36, Tuscarawas and Keene Townships, \$245,534.

As always, this list is subject to change depending upon the severity of the winter, bid prices and other factors such as the price of oil.

BRIDGE CONSTRUCTION

We completed 5 bridge replacements in 2010. All were completed by County personnel. CR 10 B8 was a pre-stressed concrete box beam bridge. Four sided concrete boxes were installed at CR 10 B7, MLK TR 69 B3 and OXF TR 5 B3 and one galvanized steel beam, timber deck bridge was installed at CR 402 B4. Because of weather conditions our crew has some touch-up work to do on some of these projects in the spring of 2011.

The General Appraisal Summary of our bridges is as follows:

	GA9	GA8	GA7	GA6	GA5	GA4	GA3
'10	0	11	100	65	64	37	11
'09	0	13	94	69	67	39	6
'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	10	09	08	07	06	05	04	03
Bridges	288	288	289	290	290	290	291	290
Excellent	98	95	91	85	75	73	69	60
Good	91	91	93	104	98	97	92	86
Fair	65	69	73	72	75	90	93	92
Poor	34	33	32	28	42	30	36	52
Critical	0	0	0	0	0	0	1	0
% Posted	22.2	21.1	22.4	26.6	29.3	30.0	30.6	34.0

PENDING BRIDGE PROJECTS

We have one bridge to be built in 2011 that was initiated in 2010- TR 88, Bridge 2, in Crawford Township.

Other bridges planned for construction in 2011, provided funds are available, include:

- TR 237, Bridge 1, Crawford Twp. – MVG
- CR 297, Bridge 2, Virginia Twp. – 2011 OPWC
- CR 402, Bridge 1, Perry Twp. – 2011 OPWC
- TR 191, Bridge 1, Keene Twp. – 2011 OPWC
- CR 103, Bridge 1, Adams Twp. – If funds available
- TR 64, Bridge 1, Virginia Twp. – If funds available
- TR 220, Bridge 2, Mill Creek Twp. – If funds available
- TR 475, Bridge 1, Pike Twp. – If funds available
- CR 501, Bridge 2, Jackson Twp. – Being funded through the ODOT Local Bridge Replacement program.



FLEET MANAGEMENT

Because of the emission equipment now being required on new diesel trucks, we decided to forgo replacing any dump trucks in 2010. This freed up some equipment funds so we replaced our Kobelco hydraulic excavator with a new Cat 320 excavator, complete with a hydraulic thumb. We found this attachment so useful that we also equipped our Cat 318 wheeled excavator with one. We also purchased a new Jeep Cherokee for the office.

We sold the Kobelco excavator by sealed bid to a private contractor for \$14,000 and we sold a John Deere 6400 tractor with a boom mower to Bethlehem Township for \$24,000. We sold the Ford Expedition that was replaced by the Cherokee to the Village of Warsaw for \$500.

VEGETATION CONTROL

There is nothing new to report on this issue. We are continuing to aggressively pursue roadside clearing

through a combination of mowing, spraying, and tree trimming and removal.

SAFETY ISSUES

We completed 2010 with no lost time accidents! This is the second year in a row that we've reached this plateau. This is a phenomenal accomplishment and all of our employees are to be commended for their efforts.

Lake Erie Construction was the successful bidder for our joint guardrail project construction with Guernsey County. Nearly 24,000 feet of guardrail was built along CR 20, CR 91, CR 132, and CR 402. This work was funded by a safety improvement grant through the County Surface Transportation Program (CSTP).

OSHA hours worked by County Engineer personnel in 2010 were 42,022; 2009, 42,007; 2008, 53,809; 55,875 in 2007; 55,408 in 2006; 58,566 in 2005; and 57,713 in 2004.

DRAINAGE IMPROVEMENTS AND CULVERT REPLACEMENTS

County crews completed a total of 16 different installations on our County road system in 2010 at a cost of \$74,802. These installations ranged in size from 12" up to 60" diameter plastic pipe with a total length of 720 feet installed. Culverts were replaced in 6 of our 22 townships. Bethlehem Township, with 7 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 for the foreseeable future.

In our ongoing effort to assist our townships we installed a total of 5 large culverts for five townships at a cost of \$14,385.

Eight different townships purchased a total of \$11,277 worth of culvert through our office in 2010.

WINTER SNOW PATROL

For the winter of 2009 – 2010 County crews responded 27 times to treat the roads. Our forces worked 1678 hours of regular time and 831 hours of overtime and drove over 28,000 miles clearing the roads as a result of these events.

We purchased 2200 tons of salt at a cost of \$141,000 and used 370 tons of grits and 640 tons of cinders.

TAX MAP / GIS

In 2010, we reviewed 2069 deeds, affidavits, land contracts and instruments of transfer, as well as 200 property surveys. We performed 104 CAUV calculations for the County Auditor, many of which included multiple parcels.

A total of 1427 deeds transferred which included 1654 parcels. Of these transfers 270 properties transferred twice, 23 transferred 3 times, and 6 parcels transferred 4 times.

We assigned 96 new addresses in 2010.

ACCESS MANAGEMENT

A total of 53 access permit applications were received in 2010, which generated \$3150 in fees. Of that total, 8 were minimum volume drives which include new field drives, oil well drives, etc.; 41 were very low volume drives being mostly residential drives; and 4 were low volume commercial drives. In addition, 10 existing bad drives were identified and corrective action plans worked out with the owners.

Twenty-eight OUPS tickets were reviewed and field inspections made. These visits resulted in corrective work at some locations and permit applications in others.

Sixty-four proposed splits were reviewed for the Coshocton County Regional Planning Commission. Nine of the proposed splits were not satisfactory and were either re-configured to accommodate a satisfactory access point or withdrawn.

We issued 9 utility permits for installations within the right-of-way of various county roads.

FLOODPLAIN ADMINISTRATION

Our new floodplain maps and regulations became effective March 2, 2010. In addition to finalizing the adoption of the County's regulation we worked with both the City of Coshocton and the Village of Warsaw to get their regulations updated and adopted as well. The County Engineer has also entered into agreements with both Coshocton and Warsaw to administer their programs for each entity. In exchange for this service, the County Engineer's Office will keep the permit fee collected to help offset our costs.

We completed 9 floodplain permits in the unincorporated part of Coshocton County. We did not issue any permits in either the City of Coshocton, nor in the Village of Warsaw.

