

Historic stone arch bridge: Relocated Township Road 360 to our office.



**COSHOCTON  
COUNTY  
ENGINEER**  
*Frederick T. Wachtel, P.E., P.S.*  
 23194 CR 621  
 Coshocton, Ohio 43812

# 2012 ANNUAL REPORT

Coshocton County Engineer  
 Frederick T. Wachtel, P.E., P.S.

## CONDITION OF ROADS, BRIDGES, AND CULVERTS

### From Fred's Desk:

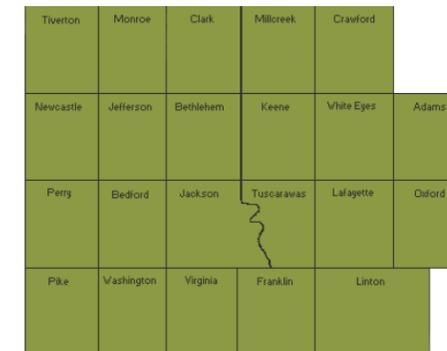
This report is filed annually to highlight the Coshocton County Engineer's Office activities of 2012 and to lay out the tentative plans for the year 2013.

With the OPERS changes taking affect the first of 2013, we had a number of employees decide it was time to retire. Of the 25 employees on the Coshocton County Engineer's Office payroll, six finished their careers in 2012. The challenge of keeping an operation running with that amount of turnover is just one more opportunity that we face on a regular basis.

The total revenue for 2012 from our three major sources – gas tax, license plate fees, and permissive license fees – was \$3,931,509. This is \$199,004 less than our revenue high water mark of 2007. However, costs to do the things we do have continued to increase. Therefore, we have no choice but to cut our resurfacing and bridge replacement programs, as well as equipment purchases because we still have all the routine activities to address. As time goes on we will have to close bridges that we can no longer afford to maintain or replace, and many hard surfaced roads will continue to devolve into gravel roads. Until the legislators at the state and federal level recognize their responsibility to provide adequate funding for local road agencies, the decline will continue. The Coshocton County Engineer's Office, like most County Engineer's Office statewide, receives no

County general fund moneys to address these needs.

Two shale wells were drilled in Coshocton County in 2012. Only one has been fracked and no results have been shared by the producer. The other well will probably be fracked in 2013. It appears that Coshocton County is still a ways from being a hot bed of shale drilling activity.



I hope you will find this report interesting and informative. As always, if you have questions with regard to the county roads and bridge system, please feel free to contact us at our office at 740-622-2135 or via email at [fredwachtel@coshoctoncounty.net](mailto:fredwachtel@coshoctoncounty.net). And, for current information with regard to the County Engineer's Office please visit our website at [www.coshoctoncounty.net](http://www.coshoctoncounty.net).

As I begin my sixth term in office I want to thank you for giving me the opportunity to serve as your elected Coshocton County Engineer. It is an honor to work for you.

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**PERSONNEL MATTERS**

As I mentioned previously, 2012 was a year of significant personnel change in our office. Starting with Superintendent Marc Geese retiring in April, we have had a steady stream of retirements through the year. Highway Maintenance Workers Junior Fraelich and Jerry Martin retired the end of September; Account Clerk Supervisor Pam Acord retired the end of November; and, Highway Maintenance Workers Sam Maple and Cliff McPeak re-

tired December 31<sup>st</sup>. More than 180 total years of service were lost when this group retired.

Joining the County Engineer's Office in 2012 were Brian Simmons, Manager of Operations; Brian Albertson, Michael Clarke, and Nate Moore as Highway Maintenance Workers; and, Melinda Angle as Administrative Assistant. We will be adding one more Highway Maintenance Worker in 2013.

As of the end of the year, we still have not been able to reach an agreement with the members of AFSCME Local 343 for a new collective bargaining agreement.

Five employees completed 2012 with perfect attendance Jeff Staser two years; Dave Alexander three years; Scott Frazee and Brent Everhart five years; and Rob Helmick nine years in a row.



**WINTER SNOW PATROL**  
The winter of 2011 – 2012 was a much kinder winter to us than the previous winter. Compared to winter '10-'11 during which we purchased 2694 tons of salt and spent \$168,321, we bought 1500 tons and spent \$89,805. In addition, we had 400 tons left over to start the 2012-2013 winter season.

**TAX MAP / GIS**

In 2012, we reviewed 1,671 deeds, affidavits, land contracts and instruments of transfer, as well as 165 property surveys.

A total of 1,433 deeds transferred which included 1,773 parcels. Of these transfers 236 properties transferred twice, 13 transferred 3 times, and 1 parcel transferred 6 times.

We performed 83 CAUV calculations for the County Auditor, many of which included multiple parcels. Barb Mainwaring, our GIS Specialist, created a Windows based spreadsheet to replace the antiquated DOS based

program to perform the calculations.

We assigned 58 new addresses in 2012.

We worked with County Auditor Chris Sycks to update our County Real Estate Conveyance Standards. After several iterations we crafted a document that will go through the public hearing process and we plan to have the revised standards in place in 2013.

We are continuing to work with Ohio University to update our GIS to the current ESRI soft-

ware. They are taking our existing functionality and marrying it with ArcMap Version 10.0. We hope to have the new version live later in 2013.

County Engineer Fred Wachtel served on the Coshocton County Regional Planning Commission committee that updated the County Subdivision Regulations. These Regulations were adopted and became effective January 1, 2013. We also took the Planning Commission out of the deed review loop to help shorten the approval time for deeds.

**SAFETY ISSUES**



As of December 31, 2012 the County Engineer's Office has gone 4 years and 1 month without a lost time accident. Our last

lost time accident was in November, 2008! This is a tremendous accomplishment, especially for the type of work we do.

The OSHA hours worked by County Engineer personnel in 2012 were 45,542; 2011, 42,463; 2010, 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.

The Coshocton County Engineer's Office and the Guernsey County Engineers' Office built two joint guardrail projects in 2012. PDK Construction was the successful bidder for one pro-

ject and Lake Erie Construction for the other. The two projects combined allowed us to build over 44,000 feet of guardrail along CR 1, CR 24, CR 25, CR 27, CR 33, CR 38, CR 75, and CR 271. This work was funded through the County Surface Transportation Program (CSTP) which is the only way we are able to afford to make these types of improvements.

**DRAINAGE IMPROVEMENTS AND CULVERT REPLACEMENTS**

County crews completed a total of 19 different installations on our County road system in 2012 at a cost of \$69,027. These installations ranged in size from 12" up to 60" diameter plastic pipe with a total

length of 1023 feet installed. Culverts were replaced in 7 of our 22 townships. Pike Township, with 5 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 completed 3 large culvert installations for

three different townships at a cost of \$10,688.

Four different townships purchased a total of \$6,600 worth of culvert through our joint culvert purchase program in 2012.

**FLEET MANAGEMENT**

Significant equipment purchases were limited in 2012 due to ever decreasing revenue and ever increasing costs.

We purchased a 2013 Freightliner Model 108SD from Young Truck Sales at a cost of \$77,298. The successful bidder for providing the stainless steel bed, central hydraulics, and

snow plow was Newell Equipment at a price of \$43,981.

As a result of the Federal mandate that we narrow-band our radio system, we spent almost \$18,000 replacing our existing county radios to be compliant.

We also spent \$2,000 replacing a few of our chainsaws.



**PENDING BRIDGE PROJECTS**

We have two bridges to be built in 2013 that are part of our OPWC Round 26 funding – Jackson Township Road 58, Bridge 4 and White Eyes Township Road 171, Bridge 2.

Other bridges planned for construction in 2013, provided funds are available, include:

- CR 103, Bridge 1, Adams Township. – 2013 OPWC

- CR 436, Bridge 3, Washington Township – 2013 OPWC
- TR 373, Bridge 1, New Castle Township – 2013 OPWC
- TR 399, Bridge 1, Bethlehem Township – 2013 OPWC
- CR 17, Bridge 7, Bedford Twp. – This will be a federally funded bridge replacement. We are developing the plans for this “Just Build” project. It is

programmed for 2014 so we will be finalizing the bid package in 2013.

In addition, our crews will be performing various maintenance activities on our inventory of 277 bridges. This includes re-decking, channel work, signage, water-proofing, and any emergency work as needed. We will also be looking for more potential bridge to culvert conversions.

**PENDING ROAD PROJECTS**

Our 2013 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, provided funding is available, include:

- CR 10, asphalt, CR 621 to US 36, 0.25 miles, Tuscarawas and Keene Townships, \$35,000;
- CR 18, motor-pave, SR 541 to SR 206, 0.11 miles, Perry Township \$7,300;
- CR 18, motor-pave, SR 79 to CR 367, 1.39 miles, Perry Township, \$92,500;

- CR 23, asphalt, Bridge 5 over the Walhonding River to CR 24, 0.67 miles, Bethlehem and Keene Townships, \$75,000;
- CR 28, asphalt, US 36 to CR 24, 0.66 miles, Bethlehem Township, \$73,000;
- CR 33, motor-pave, CR 319 to CR 49, 1.01 miles, Clark Township, \$62,000;
- CR 33, double seal, CR 19 to CR 319, 3.35 miles, Monroe Township, \$85,000;
- CR 106, double seal, SR 93 to TR 121, 3.03 miles, Linton Township, \$75,000;
- CR 132, motor-pave, CR 33 to Holmes County Line, 2.24

miles, Monroe and Tiverton Townships, \$141,000;

- CR 271, asphalt, SR 83 to City of Coshocton Corporation Limit, 0.71 miles, Tuscarawas Township, \$100,000;
- CR 367, motor-pave, CR 18 to SR 541, 3.61 miles, Perry Township, \$234,400;
- CR 383, motor-pave, CR 3 to SR 79, 1.37 miles, Perry and Pike Townships, \$90,000; and,
- CR 405, motor-pave, MM 1.84 to SR 83, 0.82 miles, Keene Township, \$58,000.

This list is subject to change depending upon the severity of the winter, bid prices and other factors such as the price of oil. If we are able to complete all of this work we will have resurfaced or chip sealed 20.01 miles of road and expended an estimated \$1,173,200 of which \$1,006,100 would come from our MVG budget and the remainder from OPWC grants. This \$1,006,100 is 23% of our total budget. However, this is only 5.7% of our total road mileage of 350 miles.

**MAJOR ROAD IMPROVEMENTS**

Our 2012 resurfacing program consisted of a combination of MVG funding and OPWC grants. Successful bidders were Lytle Construction, Small’s Asphalt Paving, and The Shelly Company.

We administered all aspects of the OPWC Round 26 resurfacing projects. The County Engineer’s personnel administered the contracts and provided the bulk of the construction inspection. Entities that were participants in these projects included the Coshocton County Engineer; the City of Coshocton; the Townships of Franklin, Lafayette, Tuscarawas, and Virginia; and the Village of West Lafayette. By collaborating and sharing services with various other governmental entities we are able to provide a better, more economical project for all involved.

County roads resurfaced in 2012 were:

- CR 5, 0.28 miles, asphalt, from SR 93 to CR 151, Lafayette Township, \$29,000;
- CR 5, 0.53 miles, asphalt, from CR 9 south, Oxford Township, \$55,000;
- CR 14, 1.46 miles, motor-pave, from Muskingum County Line to CR 436, Washington Township, \$89,000;
- CR 23, 0.40 miles, asphalt, US 36 to Bridge 5, Bethlehem Township, \$45,000;
- CR 70, 1.06 miles, motor-pave, from CR 3 to CR 18, Pike and Washington Townships, \$69,000;
- CR 92, 0.59 miles, motor-pave, from CR 367 to Knox County Line, \$34,000;
- CR 151, 1.90 miles, asphalt, CR 5 to SR 751, Lafayette Township, \$183,000;

- CR 254, 1.40 miles, motor-pave, RR crossing to SR 751, Oxford Township, \$90,000;
- CR 436, motor-pave, 3.65 miles, CR 14 to CR 3, Washington and Pike Townships, \$222,000;
- CR 489, 0.19 miles, motor-pave, Muskingum County Line to CR 14, Washington Township, \$12,000; and,
- CR 501, 0.57 miles, asphalt, Bridge 2 to SR 541, Jackson Township, \$43,000.

Although no roads are classified as critical, many are deteriorating from their original road surface and sections are reverting to gravel. This is certainly not the results we want to provide to our constituents, but it is the harsh reality of insufficient funding.

	Excellent	Good	Fair	Poor	Critical
'12	58	173	93	26	0
'11	55	171	88	36	0
'10	50	166	99	35	0
'09	86	120	135	9	0



**BUILDING IMPROVEMENTS**  
Other than miscellaneous routine maintenance, we did no significant building improvements in 2012.

**BRIDGE CONSTRUCTION**



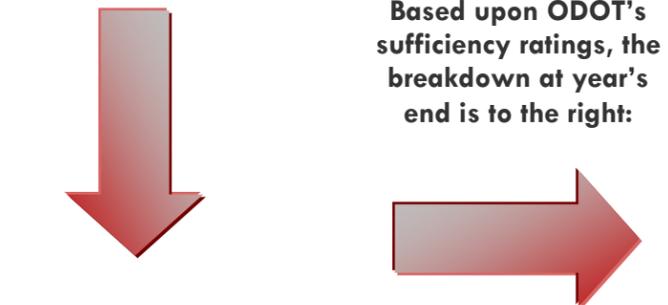
Our office continues to evaluate and reduce our bridge inventory as a result of the federal mandate to load rate all structures greater than 20 feet in length under our authority. This resulted in eliminating six structures and replacing them with large diameter culverts, which do not require load rating analysis to be performed. We received a grant to load rate the remaining structures in our inventory in order to be 100% compliant by October of 2013.

In 2012, we were able to replace six structures through the use of grants and local funds. These bridges included projects on Township Road 192, Township Road 4, County Road 402, County Road 171, and Township Road 191. These structures were a combination of four sided boxes and concrete pre-stressed box beam bridges and were replaced under force account using County personnel.

McConnell Contracting of West Lafayette was the successful low bidder for the CR 383 project and even proposed value engineering solutions to reduce the cost by over \$30,000. The project was completed ahead of schedule and substantially under budget.

The General Appraisal Summary of our bridges is shown below:

Based upon ODOT's sufficiency ratings, the breakdown at year's end is to the right:



	GA9	GA8	GA7	GA6	GA5	GA4	GA3
'12	2	17	96	68	54	27	13
'11	0	14	95	70	60	34	11
'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

	12	11	10	09	08	07	06	05
Bridges	277	284	288	288	289	290	290	290
Excellent	105	103	98	95	91	85	75	73
Good	90	91	91	91	93	104	98	97
Fair	49	52	65	69	73	72	75	90
Poor	29	38	34	33	32	28	42	30
Critical	0	0	0	0	0	0	0	0
% Posted	17.0	20.1	22.2	21.1	22.4	26.6	29.3	30.0



**ACCESS MANAGEMENT**

A total of 82 access permit applications were received in 2012, which generated \$5,750 in fees. Of that total, 16 were minimum volume drives which include new field drives, oil well drives, etc.; 26 were very low volume drives being mostly residential drives; and 40 were low volume commercial drives, the vast majority being associated with the ATEX Pipeline project to be constructed in 2013.

We also worked with various property owners to correct another 10 existing bad drives. Most of the problems were the result of bad installations and lack of maintenance. One ongoing problem drive was remedied by County personnel digging out the drive and re-establishing an open ditch to keep the water off the road.

**FLOODPLAIN ADMINISTRATION**

We processed 17 floodplain permits in the unincorporated part of Coshocton County. We also provide floodplain administration support to both the City of Coshocton and the Village of Warsaw. However, we did not issue any permits in either Coshocton or Warsaw in 2012.

**COSHOCTON COUNTY UTILITY DEPARTMENT**

We had been discussing with the County Commissioners for some time the possibility of bringing the Coshocton County Utility Department into the County Engineer's Office. In July, 2012 this became a reality. Fred Wachtel was appointed County Sanitary Engineer and

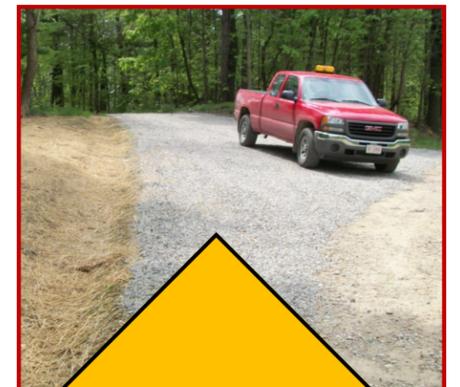
The Coshocton County Engineer's Office receives all OUPS tickets generated in Coshocton County. We use this information to determine if the proposed work is going to adversely impact our roads and to see if the proper permits have been acquired. If necessary, we contact the caller to get the details of the work and schedule a site visit. Thirty-one OUPS tickets were viewed in 2012. These visits resulted in corrective work at some locations, permit applications in others, and the opportunity to counsel folks on our permitting requirements.

A total of 55 proposed splits were reviewed for the Coshocton County Regional Planning Commission. A handful needed to be re-configured to provide safe access to the property. One was denied as presented and to date has not

been re-submitted. These reviews are provided at no charge to the Planning Commission.

We issued 30 utility permits for installations within the right-of-way of various county roads. These permits generated \$300. We spent a lot of time in discussions with Horizon Telecom, the contractor who is building a broadband internet backbone system in southeast Ohio. Their construction crews have not yet made into our county.

As a reminder, any construction within the public road right-of-way requires a permit. Contact the County Engineer's Office for details.



We did initiate one floodplain violation complaint in 2012. The complaint was filed by the County Prosecutor's Office in Coshocton County Common Pleas Court in October, 2012 and we are awaiting further action.

combined the Utility Director and the functions of our Superintendent into one position, thus allowing the county to eliminate one employee.

all of the responsibilities for the day-to-day operations of the Utility Department were transferred to the County Engineer's Office. Brian Simmons, formerly the Commissioners' Utility Director, was hired by the County Engineer into the newly created position of Manager of Operations. This position