



# 2013 ANNUAL REPORT

Coshocton County Engineer  
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## CONDITION OF ROADS, BRIDGES, AND CULVERTS

### The Coshocton County Engineer Maintains:

- 290 Miles of Paved Roads
- 60 Miles of Gravel Roads
- 276 Bridges
- 2,493 Culverts

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### FROM FRED'S DESK

This report is filed annually to highlight the Coshocton County Engineer's Office activities of 2013 and to lay out the tentative plans for the year 2014. None of the projects noted in this report would have been possible without the hard work of all the employees in our operation.

I usually spend some time in this report discussing the funding challenges we face as we try to provide a satisfactory level of service to our constituents. Suffice it to say that we always run out of money before we run out of things to do.

I hope you will find this report interesting and informative. As always, if you have questions with regard to the various activities of the County Engineer's Office, please feel free to contact us 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 serve my sixth term in office I want to thank you for giving me the opportunity to be your elected Coshocton County Engineer. It is an honor to work for you.

### PERSONNEL MATTERS

Personnel changes for the County Engineer's Office in 2013 were limited to two new employees. Mark Westhoefer joined us as Highway Maintenance Worker and Amy Ehasz joined us as an Administrative Assistant.

We finally reached an agreement with the members of AFSCME Local 343 for a new union contract.

Seven employees completed 2013 with perfect attendance Brian Albertson one year; Ronnie Fisher one year; John Shroyer one year; Dave Alexander four years; Scott Frazee and Brent Everhart six years; and Rob Helmick ten years in a row.

### BUILDING IMPROVEMENTS

Other than miscellaneous routine maintenance, we did no significant building improvements in 2013.

We did begin investigating installing solar panels at our facility to help reduce our electric bill and also to be more "green." We are still looking into the economics of this in that the cost for such a system would be approximately \$300,000 with a payback period of around 20 years.

## FLEET MANAGEMENT

Our significant equipment purchases continue to suffer due to stagnant revenue and ever increasing costs.

Our 2 large purchases in 2013 were:

- Komatsu Hydraulic Excavator Model PC 88 MR -8 with a hydraulic thumb, a hydraulic coupler, a 24" digging bucket and a 54" ditching bucket, and a plate compactor. Total cost \$114,466;
- Caterpillar Hydraulic H120E Hammer with a hydraulic coupler. Total cost \$59,052.

We also spent \$11,000 rebuilding the undercarriage of our Case 650 bulldozer.

Having purchased the new Komatsu Excavator, we decided to sell one of our traditional rubber tire backhoes. The Village of Warsaw purchased our 1994 Case 580 backhoe for \$11,000.

## COSHOCTON COUNTY UTILITIES DEPARTMENT

In 2013, the County Utilities Department added 8 new water customers and three new sewer customers.

A 126 foot - 8" water main extension was built on Rivercrest Drive. This was a joint effort with the City of Coshocton. The County provided the pipe and the City Water Distribution crew provided the manpower and equipment making this another successful partnering effort.

The Pearl / Fresno Sewer System currently serves 56 customers. Pearl Valley Cheese discharged approximately 12 million gallons of cheese-making waste into the system, accounting for 90% of the waste stream. Their waste, along with the sewage collected in Fresno, is delivered to the Village of West Lafayette through 6 miles of force main to be treated at the Village's Wastewater Treatment Plant.

## SAFETY ISSUES

As of December 31, 2013 the County Engineer's Office had two reportable accidents which ended our nearly five year run without a lost time accident. Our previous lost time accident was in November, 2008! This is a tremendous accomplishment, especially for the type of work we do. Fortunately, the accidents were minor in nature and both employees have been back to full duties.

The Coshocton County Engineer's Office and the Guernsey County Engineers' Office built a joint guardrail projects in 2013. Lake Erie Construction was the successful bidder for the project. The project allowed us to build over 16,000 feet of guardrail along CR 99, CR 298, CR 405, CR 436, and CR 501. 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.

OSHA Hours Worked by County Engineer Personnel	
2013 .....	43,499
2012 .....	45,542
2011 .....	42,463
2010 .....	42,022
2009 .....	42,007
2008 .....	53,809
2007 .....	55,875
2006 .....	55,408
2005 .....	58,566
2004 .....	57,713

## WINTER SNOW PATROL

The winter of 2012-2013 was a rather mild winter. Our first snow event was on December 26 and we only ran a total of 15 times. In addition, we had 400 tons of salt in our bins to begin the 2013-2014 winter season.

*"Winter is not a season, it's an occupation."  
-Sinclair Lewis*



## TAX MAP/GIS

In 2013, we reviewed 1604 documents of transfer as well as 199 property surveys.

A total of 1878 parcels transferred in 2013. Of these transfers 271 parcels transferred twice, 32 transferred 3 times, 2 transferred 4 times, and 1 parcel transferred 5 times.

A total of 107 were split; 51 surveys combined two or more parcels; 46 new surveys of existing tracts were put on record; and 49 parcels had their minerals separated from the fee parcel.

We performed 218 Current Agricultural Use Valuation (CAUV) calculations for the County Auditor, many of which included multiple parcels.

We assigned 51 new addresses in 2013.

County Auditor Chris Sycks and I completed the process to revise our Real Estate Conveyance Standards. The original standards were adopted in 1996 and were in need of updating. After the required hearings and final adjustments, the new Real Estate Conveyance Standards were effective as of March 1, 2013. Please visit [www.coshoctoncounty.net](http://www.coshoctoncounty.net), select Agencies, then select GIS / Tax Map to review our standards.

Some of the noteworthy changes include:

- All instruments should be approved prior to being executed. Executed instruments for transfer that have not been approved will have to be reviewed prior to transfer. Should corrections be needed, the document of transfer will be returned to the presenter for revision.
- No transactions can contain any new exceptions. If the grantor is selling less than the entire tract

that they originally acquired, a new plat and legal description is required.

- Document of Transfer and plats and legal descriptions can be submitted for review either in hard copy or via email. Instruments submitted via email will be returned to the presenter via email after being reviewed. Approved email submittals will be electronically stamped and can be printed out for execution. If the electronically stamped approved copy is used, the executed document of transfer can then be submitted directly to the County Auditor for transfer without further review by the Map Office.

The GIS/Tax Map Office keeps an electronic log of every instrument submitted for approval. It can be viewed at [www.coshoctoncounty.net](http://www.coshoctoncounty.net), select Agencies, select GIS/Tax Map, select Deeds, and then click on Deed and Survey Review Log to ascertain the status of the instrument. Calls inquiring about the status of the review will be referred to this website. We have also adopted the policy that we do not discuss the status of documents submitted for review and approval with anyone other than the presenter of said document.

Our ARCMAP Version 10 public access site went live in 2013. It is not as easy to use as our previous version, but we had to make the change because our software provider, ESRI, revised their product. We are continuing to work with Ohio University evaluating whether we have them host our website or we do it in house. They are using a Local Government Innovation Fund (LGIF) to study the options.

## FLOODPLAIN ADMINISTRATION

We had a variety of floodplain permit activity in 2013. We issued 5 blanket utility permits and 11 specific permits. We also had one variance hearing that was approved by the Variance Board for a temporary installation of two construction office trailers for a period not to exceed 1 year. In addition, the one complaint filed in Common Plea Court for a construction violation is still pending.

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 2013.

I answered a number of inquiries from property owners, and potential property owners, with regard to elevation certificate information that their insurance carriers were requiring.



## MAJOR ROAD IMPROVEMENTS

Our 2013 resurfacing program consisted of a combination of MVG funding and OPWC grants.

We administered all aspects of the OPWC Round 27 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 2013 were:

- CR 10, asphalt, CR 621 to US 36, 0.25 miles, Tuscarawas and Keene Townships, \$19,792;
- CR 18, motor-pave, SR 541 to SR 206, 0.11 miles, Perry Township \$6,770;
- CR 18, motor-pave, SR 79 to CR 367, 1.39 miles, Perry Township, \$91,700;
- CR 23, asphalt, Bridge 5 over the Walhonding River to CR 24, 0.67 miles, Bethlehem and Keene Townships, \$58,079;
- CR 28, asphalt, US 36 to CR 24, 0.66 miles, Bethlehem Township, \$67,807;
- CR 33, motor-pave, CR 319 to CR 49, 1.01 miles, Clark Township, \$50,611;

- CR 132, motor-pave, CR 33 to Holmes County Line, 2.24 miles, Monroe and Tiverton Townships, \$98,230;
- CR 271, asphalt, SR 83 to City of Coshocton Corporation Limit, 0.71 miles, Tuscarawas Township, \$89,333;
- CR 367, motor-pave, CR 18 to SR 541, 3.61 miles, Perry Township, \$216,803;
- CR 383, motor-pave, CR 3 to SR 79, 1.37 miles, Perry and Pike Townships, \$61,941; and,
- CR 405, motor-pave, MM 1.84 to SR 83, 0.82 miles, Keene Township, \$42,129.

### CURRENT CONDITION RATINGS OF OUR 352 MILES OF ROAD ARE SHOWN IN THE FOLLOWING TABLE:

	Excellent	Good	Fair	Poor	Critical
'13	39	215	80	18	0
'12	58	175	93	26	0
'11	56	172	88	36	0
'10	51	167	99	35	0
'09	87	121	135	9	0

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. And, as the numbers reflect, our roads in excellent condition are moving in the wrong direction.

## PENDING ROAD PROJECTS

Our 2014 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 1A, asphalt, US 36 to K.I.A. Bridge, 0.49 miles, Tuscarawas Township, \$100,000;
- CR 5, motor-pave, CR 151 to MM 3.01, 2.72 miles, Lafayette and Oxford Townships, \$166,000;
- CR 6, asphalt, TR 306 to SR 16, 2.45 miles, Jackson Township, \$301,000;
- CR 20, single seal, SR 751 to CR 401, 4.63 miles, Newcastle and Tiverton Townships, \$48,000;
- CR 51, single seal, SR 541 to SR 79, 1.40 miles, Bedford Township, \$14,000;
- CR 97, motor-pave, CR 2 to Tuscarawas County Line, 0.98 miles, Adams Township, \$60,000;
- CR 207, asphalt, CR 24 to SR 83, 1.07 miles, Keene Township, \$130,000;
- CR 227, single seal, CR 190 to CR 10, 2.40 miles, Crawford Township, \$25,000; and,
- Various roads, spot pave, various townships, \$200,000.

In addition to this proposed work, we may convert several sections of road back to gravel using the full depth reclamation process.

This list is subject to change depending upon the severity of the winter, bid prices and other factors such as the price of oil and other operational needs of the Office. If we are able to complete all of this work we will have resurfaced or chip sealed 18.14 miles of road and expended an estimated \$1,044,000 of which \$900,000 is from our MVG budget and the remainder from OPWC grants. This \$900,000 is approximately 23% of our total budget. However, this is only 5.2% of our total road mileage of 352 miles.





## 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 2013, we were able to replace four structures through the use of grants and local funds. These bridges included projects on Township Road 58, County Road 171, County Road 49, and County Road 227. 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 repaired a structure on Township Road 105 in Canal

Lewisville under an emergency repair provided by OPWC.

The General Appraisal Summary of our bridges is as follows:

	GA9	GA8	GA7	GA6	GA5	GA4	GA3
'13	3	20	93	68	57	26	9
'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

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

	13	12	11	10	09	08	07	06
Bridges	276	277	284	288	288	289	290	290
Excellent	108	105	103	98	95	91	85	75
Good	95	90	91	91	91	93	104	98
Fair	59	49	52	65	69	73	72	75
Poor	14	29	38	34	33	32	28	42
Critical	0	0	0	0	0	0	0	0
% Posted	16.3	17.0	20.1	22.2	21.1	22.4	26.6	29.3

## PENDING BRIDGE PROJECTS

We have three bridges to be built in 2014 that are part of our OPWC Round 27 funding – Adams Township Road 103, Bridge 1, New Castle Township Road 373, Bridge 2, and County Road 436, Bridge 3 in Washington Township.

Other bridges planned for construction in 2014, provided funds are available, include:

- TR 89, Bridge 1, Crawford Township – 2014 OPWC
- TR 399, Bridge 1, Bethlehem Township – 2014 OPWC
- TR 232, Bridge 2, Crawford Township – 2014 OPWC
- TR 64, Bridge 1, Virginia Township – 2014 OPWC
- CR 17, Bridge 7, Bedford Township – This will be a federally funded bridge replacement. Plans are complete for this “Just Build” project. We expect it to sell spring of 2014.
- TR 90, Bridge 1, White Eyes Township– This will be a federally funded bridge replacement as part of the County Bridge Partnership through ODOT.

In addition, our crews will be performing various maintenance activities on our inventory of 276 bridges. This includes re-decking, channel work, signage, waterproofing, and any emergency work as needed. We will also be looking for more potential bridge to culvert conversions.

## DRAINAGE IMPROVEMENTS & CULVERT REPLACEMENTS



County crews completed a total of 31 different installations on our County road system in 2013 at a total cost of \$119,944. These installations ranged in size from 12" up to 60" diameter

plastic pipe with a total length of 1581 feet installed. Culverts were replaced in 9 of our 22 townships. Keene Township, with 9 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 9 large culvert installations for six different townships at a cost of \$41,563.

Nine different townships and the City of Coshocton purchased a total of \$13,114 worth of culvert through our joint culvert purchase program in 2013.



**This historic stone arch bridge was relocated from Township Road 360 to our office in 2008.**

## ACCESS MANAGEMENT

A total of 42 access permit applications were received in 2013, which generated \$1850 in fees. Of that total, 14 were minimum volume drives which include new field drives, oil well drives, etc.; 26 were very low volume drives being mostly residential drives; and 2 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 8 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.

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. Twenty-three OUPS tickets were viewed in 2013. 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 54 proposed splits were reviewed for the Coshocton County Regional Planning Commission. All were ultimately approved. These reviews are provided at no charge to the Planning Commission.

We issued 34 utility permits for installations within the right-of-way of various county roads. These permits generated \$340.

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