



# 2016 ANNUAL REPORT

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

## CONDITION OF ROADS, BRIDGES, AND CULVERTS

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### *From Fred's Desk...*

We file this report annually to highlight the Coshocton County Engineer's Office activities of 2016 and to lay out our tentative plans for the year 2017.

Throughout this report we will be sharing the good things we have been able to accomplish this past year. None of this would have been possible without the hard work of everyone in our organization. I extend my sincere thanks to all of them for their efforts to complete their jobs with the limited funds available.

A recurring theme in our annual reports over the last several years has been the lack of funding for our operation. Contrary to what many people think, the County Engineer's Office receives no General Fund money except to fund the operation of the Geographic Information System / Tax Map Office. Almost 97% percent of our annual budget is generated from license plate fees, state gasoline tax, and interest. Our total revenue for 2016 was \$4,082,877.93 compared to the 2007 total of \$4,343,311.39 - over a quarter of million dollars less. Therefore, our ability to provide the needed paving and bridge replacement work is greatly hindered by insufficient funding.

The Holmes County Engineer was having the same funding problem that we were. In conjunction with his Board of County Commissioners, they decided to ask the voters of Holmes County to approve an increase in their sales tax to generate additional funds for the paving of roads and building of bridges in their county. In November, 2016 the electorate said yes we are willing to pay this increase to help make our local road system better. Unfortunately, this option is not available to us because Coshocton County has already maxed out the local sales tax we can enact.

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).

Thank you for the opportunity to serve as Coshocton County Engineer for the last 24 years and I look forward to serving for many more.

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## PERSONNEL MATTERS

We had some personnel changes in the Engineer's Office in 2016.

Construction Supervisor Mike Campbell retired after 10 years of service to the citizens of Coshocton County. Mike's primary responsibility was administering our access management program. He helped develop our program that takes an active role in the planning and construction of all new drives on the county and township road systems. His expertise, persistence, and ability to get the job built properly paid off in protecting the health, safety, and welfare of the travelling public as well as the local government's investment in their roads. Matt Shannon joined the Engineer's Office in the fall to take over these responsibilities.

We hired Colt Kaser this past spring as a Highway Maintenance Worker. Although we did not have anyone retire from that position, we have several employees who are eligible to retire soon so we wanted to have some overlap to be ready when that happens.

Twelve employees completed 2016 with perfect attendance: Rob Helmick thirteen years in a row; Brent Everhart nine years; Brian Albertson four years; Justin Lapp and Jeff Staser three years; Mark Westhoefer two years, Scott Frazee, Brian Simmons, Bob Bordenkircher, Ronnie Fisher, Nate Moore, and John Shroyer one year.

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## FLEET MANAGEMENT

Significant equipment purchases in 2016 were limited due to ever-increasing costs and stagnant revenue.

We made the following larger purchases in 2016: a used 55 foot bucket truck on a 2007 International 4300 chassis for \$49,900; a new 2016 Ford F550 Super Duty cab and chassis for \$40,363 from Jeff Drennen Ford and outfitted it with a new Galion stainless steel dump body and hoist for \$18,366 from ACE Truck Equipment; a new 2017 Ford F350 crew cab and chassis for \$44,394 from Village Motors and outfitted it with new service body for \$11,109 from ACE Truck Equipment to be used by our bridge crew; a new 2016 Chevrolet Silverado 2500 from Chuck Nicholson for \$30,489; and, a used self-powered road broom for \$24,000 from Southeastern Equipment.

We also decided to refurbish one of our older dump trucks, a 2001 GMC Top Kick, to provide a reliable truck at a cost considerably less than a new one. The work included replacing the original dump bed; sandblasting and re-painting the frame; repairing and re-painting the cab; updating the spinner controls; and, other miscellaneous repairs and updates. All totaled we spent less than \$30,000 on this project.

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## SAFETY ISSUES

As of December 31, 2016, the County Engineer's Office had one medical only reportable accident. This is a tremendous accomplishment, especially for the type of work we do. Our last lost time accident was May 6, 2014. As of the end of the year, we have gone 970 days without a lost time accident.

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## WINTER 2015-2016 SNOW PATROL

The winter of 2015-2016 was a mild winter compared to the previous two. Our crews were out 13 times and ran a total of 16,275 miles. In addition, we used 736 tons of salt, 429 tons of 50% cinders/50% grit mix, and 33 tons of straight cinders.

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

*-Sinclair Lewis*



## BUILDING IMPROVEMENTS

We decided to move forward with a solar panel system in 2016. Paradise Energy Solutions installed an 18.6 KW roof mounted photovoltaic system and we began generating electricity in October. The cost of the system was approximately \$47,000. We entered into a “Net-metering” agreement with AEP that means that during times when we are generating more power than we are consuming the excess power goes to offset our usage at other times – essentially turning the meter backwards. Although the system does not have the capacity to supply all of our electricity needs, it will reduce our monthly electric bill by a few hundred dollars. Even though it has only been operational shortest daylight days of the year and cloudy winter months, we are generating some electricity almost every day. So, we are saving some on our AEP bills and we are also doing our part to reduce our carbon footprint.

We are continuing to upgrade our lighting systems to more energy efficient units.

## ACCESS MANAGEMENT

We issued 73 access permit applications in 2016, generating \$3,115 in fees. Of that total, 14 were minimum volume drives which include new field drives, oil well drives, etc.; 55 were very low volume drives being mostly residential drives; and 4 were low volume commercial drives. We are working to educate our timber cutting contactors on our permitting requirements and their responsibilities to protect the public infrastructure.

Corrective actions were worked out with property owners to correct at least 6 existing bad drives. Most of the problems were the result of bad installations or lack of maintenance.

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. These visits result in corrective work at some locations, permit applications in others, and the opportunity to counsel folks on our permitting requirements.

We reviewed 79 proposed property splits for the Coshocton County Regional Planning Commission at no charge to the Planning Commission or the applicant. Three were not approved as presented; however, two were resolved, one using a common access drive and the other by re-configuring the proposed layout. The third applicant is still weighing their options.

We issued 18 right-of-way permits for installations within the right-of-way of various county roads. These permits generated \$170. We added White Eyes Township to our list of townships for whom we administer their right-of-way permitting program.

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

## FLOODPLAIN ADMINISTRATION

Floodplain permits issued in 2016 included 7 blanket utility permits and 12 specific permits. We also issued one Floodplain variance for the construction of the new bathhouse at the campground at Lake Park. In addition, we provide floodplain administration support to both the City of Coshocton and the Village of Warsaw.

We continue to answer inquiries from property owners and potential property owners, with regard to floodplain development conditions and limitations.



## MAJOR ROAD IMPROVEMENTS

Our 2016 resurfacing program consisted of a combination of Motor Vehicle Gas (MVG) funding, Ohio Public Works Commission (OPWC) grants, and one State multi-agency funded Private-Public Partnership economic development project described below.

We administered all aspects of the OPWC Round 30 resurfacing projects. 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, Tuscarawas, and Lafayette; 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 2016 were:

- CR 10, Full Depth Reclamation (FDR) with asphalt, SR 651 to south of TR 205, 6.50 miles, Crawford Township, \$604,683.12;
- CR 12, single seal asphalt, TR 212 to SR 643, 6.29 miles, Mill Creek and Crawford Townships, \$41,645;
- CR 49, FDR with asphalt, SR 60 to mm 2.10, 2.10 miles, Bethlehem, Jefferson, Monroe and Clark Township \$200,165.20;
- CR 19, FDR with asphalt, SR 83 to TR 312, 0.547 miles, Clark Township, \$61,472.56;
- CR 3, FDR with asphalt, CR 70 to CR 79, 1.83 miles, Pike and Bedford Townships, \$212,030.51;
- CR 4, spot FDR with seal, SR 60 to SR 541, 5.87 miles, Washington, Virginia and Jackson Townships, \$137,533.14
- CR 27, spot FDR with seal, US 36 to US 36, 3.76 miles, Bethlehem Township, \$87,016.95;
- CR 106, spot FDR with seal, Guernsey County Line to Tuscarawas County Line, 3.06 miles, Oxford Township, \$66,165.53;

We were able to provide an encore performance of our 2015 CR 12 Public-Private Partnership on CR 10 in 2016. Many of the same funding agencies came to the table with funds again so that we could re-build the northern 6 miles of CR 10. Special thanks to Coshocton County Port Authority Director Dorothy Skowrunski and OMEGA Executive director Jeannette Wierzbicki for making the funding a reality. Thanks to the many local businesses and individuals who contributed financially to make this project possible. And, we had pie and ice cream with our community partners to celebrate the completion of the project.



**Single Sealing of County Road 12**



**County Road 10 FDR with asphalt**



**Final County Road 10**



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

**CURRENT CONDITION RATINGS OF OUR 350 MILES OF ROAD:**

	Excellent	Good	Fair	Poor	Critical
'16	47	202	92	10	0
'15	37	185	106	24	0
'14	31	206	89	24	0
'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

For several years, we have been receiving an annual donation from the Amish Roads Steering Committee, a voluntary contribution from members of the Amish community. This money is to provide funds to local governments for maintenance and upkeep of roads used by animal-drawn vehicles in lieu of license plate fees and fuel taxes. The following table shows the amount contributed and the amount of expenditures the County Engineer has spent on contract repairs on CR 10 and CR 12 in Crawford and Mill Creek Townships:

YEAR	CONTRIBUTION	CONTRACT EXPENDITURE
2011	\$8,541	\$32,000
2012	\$8,246	\$22,936
2013	\$9,145	\$21,214
2014	\$10,008	\$29,154
2015	\$9,586	\$791,195
2016	\$23,204	\$628,724



## 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 three structures and replacing them with large diameter culverts, which do not require load rating analysis to be performed.

In 2016, we were able to replace nine structures through the use of grants and local funds. These bridges included projects on Township Road 388, Township Road 220, Washington Township Road 71, County Road 70, Township Road 324, County Road 17, Township Road 356, County Road 236, and Township Road 231. These structures were a combination of four sided boxes, large culverts and concrete pre-stressed box beam bridges and were replaced under force account using County personnel.



Township Road 220

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

	'16	'15	'14	'13	'12	'11	'10	'09	'08	'07
Bridges	269	271	273	276	277	284	288	288	289	290
Excellent	125	124	123	108	105	103	98	95	91	85
Good	120	122	116	95	90	91	91	91	93	104
Fair	20	18	24	59	49	52	65	69	73	72
Poor	4	7	10	14	29	38	34	33	32	28
Critical	0	0	0	0	0	0	0	0	0	0
% Posted	11.2	14.0	13.5	16.3	17.0	20.1	22.2	21.1	22.4	26.6



County Road 17

The General Appraisal Summary of our bridges is as follows:

	GA9	GA8	GA7	GA6	GA5	GA4	GA3
'16	9	31	71	82	48	23	5
'15	9	27	94	56	57	22	7
'14	7	25	95	62	56	20	8
'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



County Road 236

## DRAINAGE IMPROVEMENTS & CULVERT REPLACEMENTS

County crews completed a total of 67 different installations on our County road system in 2016 at a total cost of \$241,363.21. These installations ranged in size from 12" up to 60" diameter plastic pipe with a total length of 3,610 feet installed. Culverts were replaced in 12 of our 22 townships. Clark Township, with 22 installations, had the most replacements.

Seven different townships, plus the City of Coshocton, purchased a total of \$13,025.40 worth of culvert through our joint culvert purchase program in 2016.

## PENDING ROAD PROJECTS

Our 2017 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 10, single seal, TR 203 to SR 651, 6.00 miles, \$96,600;
- CR 38, single seal, SR 83 to mm 1.60, 1.60 miles, \$27,346;
- CR 39, single seal, SR 93 to CR 425, 0.32 miles, \$5,314;
- CR 41, single seal, Nellie to SR 60, 2.55 miles, \$65,825;
- CR 58, single seal, CR 17 to mm 0.26, mm 0.77 to mm 0.93, 0.42 miles, \$7,600;
- CR 75, single seal, CR 6 to SR 16, 4.32 miles, \$72,670;
- CR 82, single seal, mm 3.66 to SR 60, 0.47 miles, \$8,170;
- CR 123, single seal, SR 541 to mm 0.62, mm 3.41 to CR 410, 1.93 miles, \$32,420;
- CR 124, single seal, SR 541 to CR 16, 3.93 miles, \$75,530;
- CR 170, single seal, CR 10 to US 36, 2.15 miles, \$34,880;
- CR 171, asphalt, SR 93 to CR 10, 2.09 miles, \$214,150;
- CR 190, single seal, SR 643 to SR 621, 1.84 miles, 36,610;
- CR 227, single seal, CR 10 to CR 190, 2.41 miles, \$46,810;
- CR 286, single seal, mm 3.26 to SR 16, 0.81 miles, \$15,744;
- CR 298, single seal, CR 6 to CR 297, 0.94 miles, \$15,550;
- CR 323, single seal, CR 19 to TR 324, 1.58 miles, \$27,790;
- CR 410, single seal, mm 10.88 to CR 9, 1.17 miles, \$22,360;
- CR 425, single seal, CR 10 to SR 93, 2.84 miles, \$56,790;
- CR 429, asphalt, CR 271 to SR 83, 0.844 miles, \$86,000
- Various County Roads, spot pave, in various townships, \$100,000.



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.

## PENDING BRIDGE PROJECTS

We have five bridges to be built in 2017 that are part of our OPWC Round 30 funding - Lafayette Township Road 161, Bridge 1; Oxford Township Road 256, Bridge 1; Adams Township Road 251, Bridge 2; White Eyes Township Road 178, Bridge 2; and Bedford Township Road 61, Bridge 1.

Other bridges planned for construction in 2017, provided funds are available, include:

- County Road 4, Bridge 6, Washington Township - 2017 OPWC
- Township Road 65, Bridge 1, Virginia Township - 2017 OPWC
- Township Road 85, Bridge 1, Crawford Township - 2017 OPWC
- County Road 493, Bridge 3, Jackson Township - ODOT-Let LBR
- County Road 41, Bridge 3, Jefferson Township - CDBG 2017

In addition, our crews will be performing various maintenance activities on our inventory of 269 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.

## GIS / TAX MAP

Our GIS / Tax Map Office is staffed by two people, Jona Lee Mikesell, who handles our survey and deed reviews and T. J. Hootman, who handles our mapping and GIS system. I provide professional support and guidance to help these two with the many challenges they face dealing with all aspects of land records in our county. We keep 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. In addition, we have scanned all boundary surveys we have in our files and have them available on the website as well. Because all of the records we have in the Map Office are accessible through our website, our office is figuratively open 24/7/365. In addition, we post many of our datasets on our website for download free of charge.

In 2016, we reviewed 1,349 documents of transfer, of which 199 were Sheriff's deeds. We also provided 114 description reviews for realtors so they could advise their clients whether or not the property would need surveyed prior to transfer. We reviewed 196 property surveys as well.

A total of 1,957 parcels transferred in 2016. Of these transfers 181 parcels transferred twice, 27 transferred 3 times, and 8 transferred 4 times.

A total of 156 parcels were split in 2016; 85 surveys combined two or more parcels; 77 new surveys of existing tracts were put on record; and 64 parcels had their minerals separated from the fee parcel.

We performed 384 Current Agricultural Use Valuation (CAUV) calculations for the County Auditor.

We assigned 107 new addresses in 2016.

Partnering with ODOT and Ohio Geographically Referenced Information Program Coshocton County is now Location Based Response System (LBRS) compliant. We will be incorporating the centerline mapping and address ranges into our GIS.

Ohio University is still hosting our website. The transfer of web to the Muskingum Watershed Conservancy District is on hold for now as they try to determine their GIS future. We have begun exploring other alternatives for web hosting providers. More to come on this in 2017.

We also provide GIS mapping services for many other governmental entities in Coshocton County including: the City of Coshocton; the villages of Warsaw, and West Lafayette; many of our 22 townships; the Coshocton County Offices of the Auditor, Commissioners, Probate and Juvenile Court, Prosecuting Attorney, and Sheriff; Coshocton County Coordinated Transportation; Coshocton County Emergency Management Agency; Coshocton Soil and Water Conservation District; the Coshocton Port Authority; and the Coshocton Convention and Visitors' Bureau.

We have been actively working with the City of Coshocton to develop up-to-date water and sewer maps, and to provide support for their newly created Property Code Investigator.

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## COSHOCTON COUNTY UTILITIES DEPARTMENT

We continue to operate the Fresno / Pearl Sanitary Sewer system delivering the cheese-making waste from Pearl Valley Cheese and the sewage waste from the unincorporated community of Fresno to the Village of West Lafayette sanitary sewer system via two pump stations. This system has been operational for five plus years now and is beginning to require increased maintenance.