

2007 BRIDGE INSPECTIONS

With the Minnesota bridge catastrophe, the attention of many people has turned towards the safety of America's bridges. The seriousness of bridge conditions has always been top priority at the Muskingum County Engineer's Office. Annual large span bridge inspections were completed in October of 2007. A snoopier truck was brought in to properly reach out and extend under the bridges in order to physically inspect every part of the structures.

The Philo/Duncan Falls bridge was looked at very carefully. Repairs in the months and years to come will be needed. In an attempt to eliminate days the snoopier truck is rented, a permanent scaffolding system is currently being de-

signed and installed by our bridge crew, draftsmen, and bridge inspectors. The scaffold will allow inspections and repairs to be completed without the need for the snoopier truck and allow crews to go under the bridge at any time.

The Gaysport bridge is structurally sound. One section of the bridge, on the west side, was found to be under stress and needed to be repaired. Repairs were performed and successfully completed by our bridge crew in just four days.

The SR555, Moxadarla Drive, Darlington Drive, and Lambert Road bridges were inspected as well. The Lambert Road bridge is in need of repairs and is

scheduled for replacement in 2013.

Raiders Road has two large-span bridges. These structures are completely sound and are not in need of repairs anytime in the near future.

The snoopier truck was here for five working days. If it were not for renting this truck, the bridge inspections would not be possible according to the qualifications required by ODOT and the Federal Highway Administration. Bridge inspections will continue on foot throughout the winter for the county's over 420 bridges.

A bridge maintenance program was initiated over the past year. The cleaning



and clearing of debris around the bridges helps the inspectors maneuver around and clearly see the bridges. Furthermore, the maintenance program will extend the life of the bridges. We do not want debris laying on or under a bridge. This will hold unwanted moisture against the structures. By spraying salt off the bridges in the warmer months, this prevents unwanted accelerated corrosion.

ROADWAY RESURFACING AND MAINTENANCE

2007 PROJECTS COMPLETED

ASPHALT	MILES
Dillon Falls Rd.	1.64
East Athens Rd.	2.85
Jackson Rd.	2.52
North Dietz Ln.	1.57
Pleasant Valley Rd.	6.11
Wayne Ridge Rd.	3.92
TOTALS	18.61

MAINTENANCE	MILES
Ditching	163
Chip - Seal	62.17



2008 PROJECTS PLANNED

ASPHALT	MILES	ASPHALT	MILES
Adamsville Rd.	0.42	Military Rd.	1.74
Bald Hill Rd.	1.08	National Rd. (CR420)	0.33
Cannelville Rd.	3.30	Old River Rd.	0.63
Clay Littick Rd.	0.59	Rehl Rd.	0.57
Coopermill Rd.	4.73	Richards Rd.	0.62
Deerfield Rd.	1.24	Ridge Rd.	3.41
Licking Rd.	0.77	S. Pleasant Grove Rd.	1.98
		GRAND TOTAL	21.41

MAINTENANCE	MILES
Ditching	180
Chip - Seal	69.48

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THE 2007 ANNUAL REPORT

WORKING IN THE PRESENT, PLANNING FOR THE FUTURE

The commitment to a highway system requires a combination of teamwork, hard work and money to get the job done. The Muskingum County Engineer's Office had a very successful year in 2007. We are working very hard to maintain the roadway system and are doing the very best we can under the given conditions to provide safe and smooth operation of the roads we all travel. The bridges that span our dips, valleys, streams and rivers are receiving more care and inspection than ever before. Each and every culvert that crosses our more than 500 miles of roads is being inventoried and inspected. Roadways are being stabilized using bi-products from the cement and coal industries utilizing newer and more technological equipment. In-house engineering for new bridges and other projects is continuing to remain on the forefront in an effort to maximize the budget. One of two outside wood-burning furnaces to heat the highway garages were designed and built in-house to cut heating costs over the winter months. Needless to say, there is a lot being accomplished at the Engineer's Office.



The paving program continues to improve the road surfaces. Over eighteen (18) miles of Muskingum County roads were paved in 2007. With the ever increasing costs of oil and other products that go into asphalt, it has continued to put pressure on our budget. To counter some of the rising costs, the Engineer's Office has been working with the Ohio Department of Natural Resources (ODNR) and the Ohio Department of Transportation (ODOT). We are pursuing the use of recycled tire rubber to mix with the asphalt. If these grants are approved, we will be able stretch our paving dollars to projects that we might otherwise not be able to accomplish. This GTR (Ground Tire Rubber) approved method is environmentally friendly and has evidence of longer life. Based upon two (2) inches of asphalt, we will use approximately 16,000 recycled tires per mile on Creamery Road in 2009.

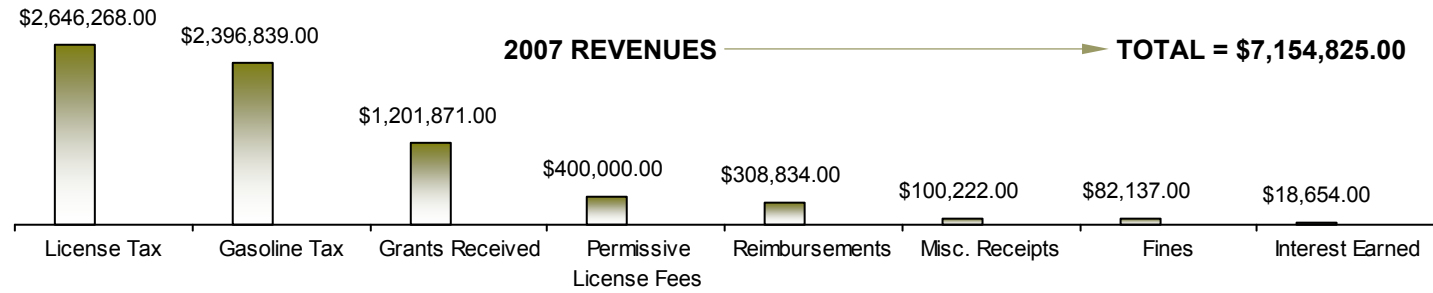
This year, MCEO invested in a new machine called the Asphalt Zipper. With the Asphalt Zipper, we are able to grind up the existing roadway down to twelve (12) inches below the surface, place those asphalt grindings in our trucks, and reuse those same asphalt grindings to berm our roadways. At times, the process will require the use of a bi-product from the Conesville Power Plant, called fly ash, and grind it into the base to stabilize the sub grade. The fly ash has approximately 3% lime and is a product from the power plant scrubbers. The Asphalt Zipper process is being used prior to a chip-seal project. Examples of this process have been completed on Friendly Hills Drive and Pleasant Valley Road. The roads will benefit from the Asphalt Zipper for a long time to come.

Proper drainage and tree clearances are top priority to protect the lifespan of the roads. 2007 brought about the completion of the three-year plan to ditch and de-berm every Muskingum County road. Ditches divert the water away from the roads and we are continuing to repair and replace those culverts that are in need. Tree and debris clearing allow sunlight to aid in melting snow on the roads in the winter dry the roads faster in the spring and after rain events.

As we look ahead to 2008, the mowing program will begin to become more aggressive with the use of growth-regulating herbicides. A second wood-burning furnace will be built. Our winter tree-trimming process provides all of the wood used to fuel these outdoor units. Over twenty-one (21) miles of roadway will be paved with asphalt. Finally, six (6) bridges will be replaced through federal funds.

Thank You For Reading The Muskingum County Engineer's Office Annual Report

DOUG DAVIS P.E.,P.S. - MUSKINGUM COUNTY ENGINEER



License Tax	44.45%
Gasoline Tax	40.26%
Permissive Lic. Fees	6.72%
Reimbursements	5.19%
Misc. Receipts	1.68%
Fines	1.38%
Interest Earned	0.31%

The majority of revenues received by the Engineer's Office comes in the form of Gasoline and Vehicle License Taxes. When you fill up your gas tank or visit the license bureau to renew or buy new license plates, the Engineer's Office receives a portion of those taxes after the funds are distributed at the state level. Since taxes are distributed on a state-wide basis, buying gasoline anywhere in Ohio will assist the Engineer's Office with improving and maintaining the highways within Muskingum County. All 88 counties in the State of Ohio receive the same share of gasoline taxes regardless of size or amount of road miles.



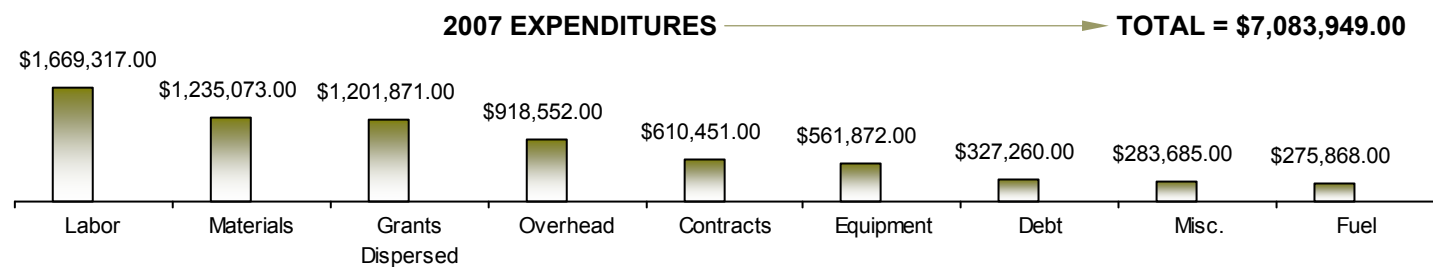
Culvert Replacement & Ditching



Tree-trimming



Asphalt Zipper



Labor	28.38%	- Payroll for highway and bridge crews, as well as office and administrative staff.
Materials	21.00%	- Stone, salt, cinders, asphalt for patching, cold mix and seal emulsion, bridge, and culvert materials.
Overhead	15.62%	- Retirement, Insurance, Worker's Compensation, Medicare, etc.
Contracts	10.38%	- Work by contractors, consultants (asphalt paving, bridge design, road and bridge repairs, etc.)
Equipment	9.55%	- New equipment, equipment rental, repairs, and preventative maintenance for the county highway fleet.
Debt	5.56%	- Debt paid on highway, bridge, and equipment loans.
Misc.	4.82%	- Utilities, signs and traffic control, safety items, office supplies, computers and software, misc. items.
Fuel	4.69%	- Gasoline and diesel fuel for trucks and equipment operated by highway crews and supervisors.

IMPROVEMENTS	COUNTY FUNDS	GRANT FUNDS	MAINTENANCE	COUNTY FUNDS	MAINTENANCE	COUNTY FUNDS
Asphalt Resurfacing & Paving (Including Miscellaneous Repair)	\$407,400	\$1,201,871	Mowing	\$179,542	Tree/Brush Removal	\$171,210
Bridge Repairs	\$143,285		Chip-Seal	\$435,060	Traffic Control	\$70,558
Culvert Replacements/Installations	\$183,555		Ditching	\$366,462	Hauling Stone	\$520,421
Guardrail Repairs/Replacements	\$46,463		Snow Removal	\$595,556	Pothole Patching	\$69,189
			Traffic Signs	\$23,983	Shoulder Restoration	\$68,420
TOTALS	\$780,703	\$1,201,871			TOTALS	\$2,500,401

2007 MCEO BRIDGE PROJECTS

Two bridges received significant attention in 2007. The Clay Pike bridge below Fuller's Golf Course was replaced with a new superstructure. The new bridge was also realigned slightly.

The McGlade School Rd. bridge near Northpointe Road was converted into a box culvert bridge. These boxes are used on smaller bridges, have extremely long life spans, and are faster to replace.

We assisted Wayne Township in replacing a box culvert on Grieves Lane. Also, numerous small work orders were completed on several bridges which required only minor attention.

All work completed on these bridges was done in-house by our highway workers.



Clay Pike bridge before replacement



Clay Pike bridge in construction



Clay Pike bridge in construction



Clay Pike bridge after replacement

LBR BRIDGE REPLACEMENT PROJECTS FOR 2008

In our continued effort to create stronger, modern, and more durable bridge structures, six bridges will be redesigned and replaced with federal funding in 2008. These bridges will be built in accordance with Ohio Department of Transportation (ODOT) standards. The six bridges being replaced will be located on Arch Hill Rd., Coopermill Rd., Green Valley Rd., Licking Rd., Old River Rd., and Urban Hill Rd. The dates of the bridge closures will be announced at a later time. We will post numerous announcements in the Times Recorder and on WHIZ News in order for you to plan your travel routes accordingly.



Arch Hill Rd. in Perry Township
TR465



Coopermill Rd. in Springfield Township
CR71



Green Valley Rd. in Salt Creek Township
CR83



Licking Rd. in Falls Township
CR414



Old River Rd. in Brush Creek Township
CR6



Urban Hill Rd. in Perry Township
CR465