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

THE MUSKINGUM COUNTY ENGINEER'S OFFICE
2007 NEWSLETTER

155 Rehl Road
Zanesville, Ohio 43701
Phone: 740-454-0155
Fax: 740-455-7180
Email: mceo@rrohio.com

Mail To:

WHO MAINTAINS MY ROAD?

Over the years, it has been a little confusing for the general public to clearly identify which roads are maintained by the responsible government agency. In other words, the question always posed is, "Who takes care of my road"? Is it the county, township, city, village, or state that clears the snow and ice, mows the grass, paves the surface, spreads stone, grades the road, installs signs, replaces culverts, digs ditches, etc.? In an attempt to clarify this jurisdictional issue, it is important to understand the different levels of government that maintain highways within the county.

First of all, the Ohio Department of Transportation (ODOT) maintains all 267 miles of state routes outside of municipal corporations (i.e. cities and villages), as well as Interstate 70. ODOT should be contacted with any highway concerns on state routes or interstate highways. Second, the 530 miles of county roads are maintained by the Muskingum County Engineer's Office (MCEO) and Highway Department under the direction of the county engineer. The MCEO can be contacted with any road maintenance issues on county roads. Third, the 711 miles of township roads are maintained and under the jurisdiction of the board of trustees within each township. The county currently has 25 townships that are governed by an elected three-member board of trustees, which are responsible for the roads within their township borders. Township trustees should be contacted with any road related concerns on township roads. Finally, any municipal roads within corporation boundaries are maintained by the corresponding city or village. Municipalities include the City of Zanesville or any of the villages within the county, such as Frazeysburg, Dresden, Adamsville, New Concord, Norwich, South Zanesville, Fultonham, Roseville, and Philo. City or village officials are in charge of maintaining the roads that exist within their corporation boundaries and should be contacted with any questions regarding these streets.

After gaining an understanding of the various players in the road maintenance game, the next important piece of information for citizens is identifying whether the road in question is a county, township, city, village, or state road. Our office is pleased to assist with this task by fielding telephone calls and by providing Muskingum County maps that display proper labeling of the roads within the county. Please contact our office if you need help in determining who maintains your road. The MCEO can be reached at (740) 454-0155.

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

Volume 3, Issue 1 08/10/07

MUSKINGUM COUNTY ENGINEERS OFFICE
155 Rehl Road
Zanesville, Ohio 43701
(740)454-0155 Phone
(740)455-7180 Fax

Visit us on the web!
http://engineer.muskingumcounty.org

Email us!
mceo@rrohio.com

MCEO 2007 NEWSLETTER

THE STATE OF OUR BRIDGES

With the recent collapse of the Interstate Bridge over the Mississippi River in Minnesota, all eyes have been on the country's highway system, specifically bridges. Everyone wants to know if Muskingum County's bridges are safe. An annual inspection of all bridges, normally completed between Thanksgiving and Easter of every year, ensure that any new structural problems are discovered. In order to provide a safe highway system, bridge inspections provide information that may result in weight limit reductions placed on specific bridges and repairs that are warranted for each structure. By reducing weight limits on certain bridges, the useful life of a structure can be prolonged without sacrificing the safety of the traveling public, due to a serious lack of funding available for bridge maintenance within the county.

Controlling the weight from traffic is an essential part of preserving a bridge's structural integrity. One example of an attempt to control traffic and the live load on a bridge is with the Duncan Falls-Philo Bridge over the Muskingum River. After some review, it was decided to remove the stop sign at the Old River Road intersection in order to prevent school buses and other vehicles from stopping on the bridge and providing more stress to the structure. By simply allowing the traffic to continue moving, there is less stress on the bridge and will likely provide more life for the structure.

By monitoring the county's 420 bridges through annual inspections, reducing weight limits when warranted, and controlling traffic patterns, our office is working hard to ensure that all of the county's bridges are safe and structurally sound for the traffic that travels across each structure on a daily basis.

ROAD MAINTENANCE

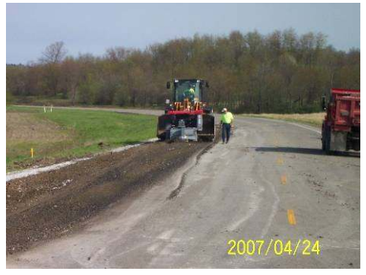
As we continue to fight the budget battle over rising material costs, we remain focused on the task at hand, which involves the maintenance of our 530 mile highway system. This year marks the third year of our expanded ditching program that encompasses all county roads. As mentioned in past discussions, this is vital to the longevity of our roads by providing a means for water to be diverted from the road surface. By ditching each county road every third year, the road surface will undoubtedly last longer and assist in enabling us to stretch our dollars a little further.

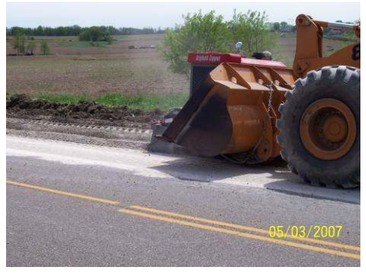
Many other road improvements to be completed by the end of the construction season include asphalt paving, chip-seal, and pavement marking. More than 20 miles of asphalt paving has been completed this year. Sixty Five (65) miles of chip-seal will be performed by county crews before the end of the season providing a new seal surface and dust control for portions of county roads. Also, we are pleased to receive a federal grant for pavement marking that will allow us to stripe nearly 185 miles of roads with a new center line and almost 30 miles with a new edge line.

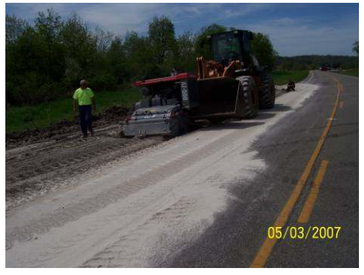
DOUG DAVIS P.E.,P.S. - MUSKINGUM COUNTY ENGINEER

ROAD RECLAMATION USING "THE ASPHALT ZIPPER"

Another important aspect of road rehabilitation and maintenance involves base stabilization. This year we acquired an Asphalt Zipper, which is used for road reclamation. The Asphalt Zipper is used to reclaim asphalt, chip-seal, or even stone roads by pulverizing the existing roadway and leaving it in place to be reused on the job. Soft spots in roads, washboard effects on inclines, and roads built on poor soils can be rehabilitated using this machine while injecting lime or cement as part of the process. This has proved to be very successful and should provide long term stabilization for the roadway. This process has begun to show great promise and has even captured the attention of The Ohio State University, who is partnering with the county to rehabilitate specific sections of road as part of their research concerning soil stabilization.







ASPHALT 2007

ROAD NAME	MILES
Dillon School Rd	0.43
Dillon Falls Rd	1.64
Jackson Rd	2.52
North Dietz Rd	1.57
Wayne Ridge Rd	3.92
East Athens Rd	2.85
Pleasant Valley Rd	6.11
TOTALS	19.04

MISC 2007

TYPE	MILES
Ditching	182
Chip - Seal	65
Striping	215

ASPHALT 2008

ROAD NAME	MILES
Bald Hill Rd	1.08
Clay Littick Rd	0.59
Coopermill Rd	4.73
Deerfield Rd	1.24
Licking Rd	0.77
Adamsville Rd	0.42
Military Rd	1.74
National Rd	0.33
Old River Rd	0.63
Rehl Rd	0.57
Richards Rd	0.62
Ridge Rd	3.41
S Pleasant Grove Rd	1.98
Cannelville Rd	5.02
TOTALS	23.15

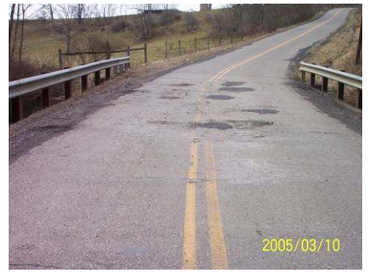
CLAY PIKE - CR5 BRIDGE REPLACEMENT PROJECT

Just recently MCEO forces replaced the superstructure on this bridge. The existing structure was steel beams with asphalt over metal decking. This structure had deteriorated over time and frequent inspections discovered that replacement was necessary.

After removing old steel beams and metal decking, new steel beams and a thicker guage metal decking was constructed. Instead of finishing the bridge deck with asphalt, two layers of rebar were tied and encased in eight inches of reinforced concrete. This will provide a much stronger bridge superstructure that will also last significantly longer than the mentioned traditional method.

Where applicable, reinforced concrete decks will be constructed as much as possible to ensure a durable, long lasting traveling surface for the public.

Bridge deck being removed



Existing asphalt deck

New steel beams set in place

New reinforced concrete deck poured

BRIDGE MAINTENANCE PROJECTS

ROAD NAME	WORK PERFORMED
School House Rd	Repair Truss Members
Rider Rd	Stabilize Undermining of Footings
Elks Run Rd	Concrete Protection for Retaining Wall
Chapel Hill Rd	New Concrete Face and New Bearings
Scout Rd	Stabilize Footing
Baughman Run Rd	Stabilize Footing
Lower Croft Rd	Repair Beam Ends
Ransbottom Rd	Stabilize Footing and New Wingwalls
Bagley Rd	Re-weld Expansion Joints
Fultonrose Rd	Stabilize Undermining of Footings
Brush Run Rd	Repair Beam Ends
Murphy Hill Rd	Stabilize Footing
Knipe Rd	Re-weld Balusters
Clay Pike	Repair Bearing and Backwall
Coopermill Rd	Repair Gusset Plates and Floor Beam
Coopermill Rd	Repair Gusset Plates
Sundale Rd	Repair Facia Beams
Southern Rd	Patch Mortar Joints
Church Hill Rd	Stabilize Footing

BRIDGE REPLACEMENT PROJECTS

ROAD NAME	Status
Clay Pike	Finished July 2007
McGlade School Rd	August 2007
Grieves Ln	Finished August 2007
Arch Hill Rd	Out for Bid (Federal Funding) 2007
Urban Hill Rd	Out for Bid (Federal Funding) 2007
Green Valley Rd	Out for Bid (Federal Funding) 2007
Licking Rd	Design by MCEO (Federal Funding) 2008
Old River Rd	Design by MCEO (Federal Funding) 2008
Coopermill Rd	Design by MCEO (Federal Funding) 2008