

**MUSKINGUM COUNTY
ENGINEER'S OFFICE**

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THE 2008 ANNUAL REPORT

2008 brought us a rollercoaster ride of weather, oil prices, and construction costs never before seen. The year certainly came with many challenges that could easily dampen your spirits. However, as 2009 begins, we continue to work toward achieving important goals and expectations.

As a team, we continue our efforts of maintaining one of the largest county highway systems in Ohio, while working hard to merge into the 21st Century by utilizing the latest technology, methods, and ideas. Among these include, using strategic planning for budgeting and prioritizing projects, updating the rating process for our roads and bridges, and opening the lines of communication to revive a positive working relationship with the Ohio Department of Transportation and other federal, state, and county officials.



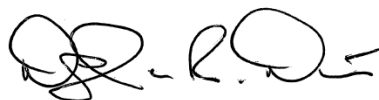
Our bridges will continue to be at the forefront of the challenge to provide the best possible highway system. A road is only as good as the bridge that connects it over valleys, streams, and rivers. Bridge inspections continue annually, and we are working hard to administer new Federal Highway Administration standards since the Minnesota bridge collapse. Pre-cast concrete box beams and box culverts, along with steel beams, take the place of structures, such as trusses and simple concrete slabs. The application of new materials and technology permits the MCEO to replace bridges with newer structures that will last many more years than methods used in the past.

The cost of asphalt pavement continues to rise. Through federal and state grants, the MCEO attempts to maximize the number of road miles every year for resurfacing. In addition, we have begun the final phase of strategic planning for our asphalt paving. This final step involves rating the condition of each asphalt roadway. By compiling this information with traffic volume and the last year resurfaced, we will be able to effectively plan for resurfacing the county's roads.

The Muskingum County Engineer's Office is here to serve the traveling public. It is our duty to get you to and from your destination as safe and efficiently as possible. We realize road closures are an inconvenience to everyone. Please exercise patience with the crews performing the work. Projects such as cross culvert replacements, slip repairs, ditching, and road rehabilitation are necessary and crucial for a long term goal of creating better roads.

Muskingum County is constantly changing. The county road and bridge infrastructure must adapt to the varying patterns and loads, which cross it on a daily basis. Let us set forth on another year of a continuing effort to improve and maintain the county infrastructure that we live by and conduct business on.

Thank you for reading your newsletter.



DOUGLAS R. DAVIS P.E., P.S. - MUSKINGUM COUNTY ENGINEER

2008 FEDERAL BRIDGE IMPROVEMENTS

Arch Hill Rd.
Perry Township
TR 465



Coopermill Rd.
Springfield Township
CR 71



Green Valley Rd.
Salt Creek Township
CR 83



Licking Rd.
Falls Township
CR 414

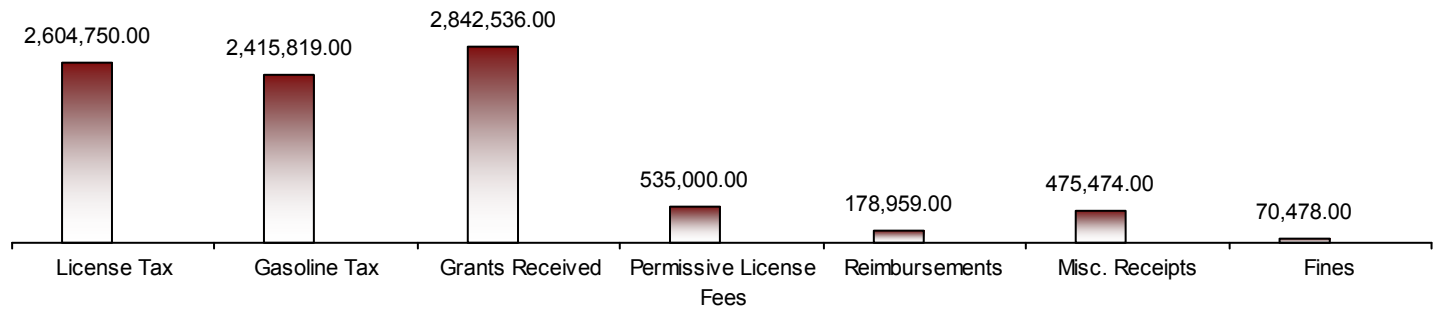


Old River Rd.
Brush Creek Township
CR 6



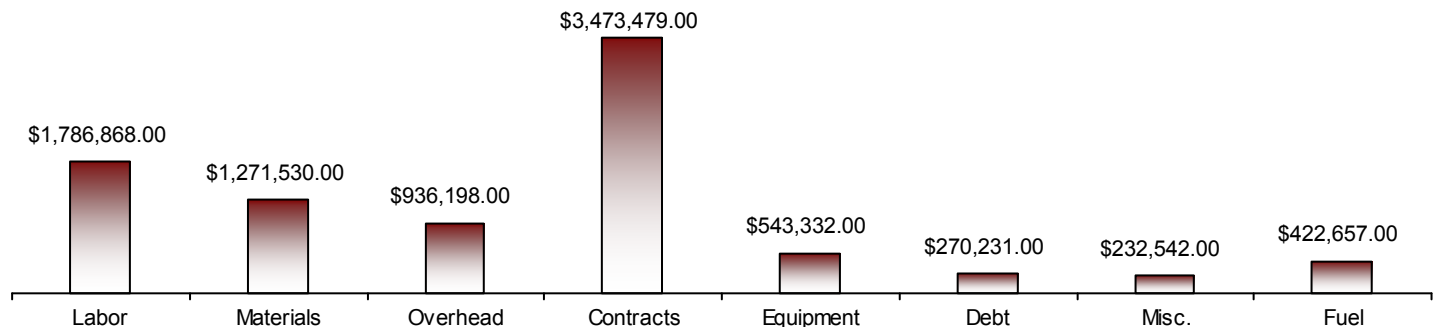
Urban Hill Rd.
Perry Township
CR 465



2008 REVENUES**TOTAL = \$9,132,052.00**

License Tax	28.52%
Gasoline Tax	26.45%
Grants Received	31.13%
Permissive Lic. Fees	5.86%
Reimbursements	1.96%
Misc. Receipts	5.21%
Fines	0.77%
Interest Earned	0.10%

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.

2008 EXPENDITURES**TOTAL = \$8,936,837.00**

Labor	19.99%	- Payroll for highway and bridge crews, as well as office and administrative staff.
Materials	14.23%	- Stone, salt, cinders, asphalt for patching, cold mix and seal emulsion, bridge, and culvert materials.
Overhead	10.48%	- Retirement, Insurance, Worker's Compensation, Medicare, etc.
Contracts	38.87%	- Work by contractors, consultants (asphalt paving, bridge design, road and bridge repairs, etc.)
Equipment	6.08%	- New equipment, equipment rental, repairs, and preventative maintenance for the county highway fleet.
Debt	3.02%	- Debt paid on highway, bridge, and equipment loans.
Misc.	2.60%	- Utilities, signs and traffic control, safety items, office supplies, computers and software, misc. items.
Fuel	4.73%	- 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	\$434,391	\$1,416,069	Mowing	\$147,780	Tree/Brush Removal	\$278,810
(Including Miscellaneous Repair)			Chip-Seal	\$151,953	Traffic Control	\$13,757
Bridge Repairs	\$142,780		Ditching	\$368,469	Hauling Stone	\$165,033
Culvert Replacements/Installations	\$117,916		Snow Removal	\$872,630	Asphalt Patching	\$176,173
Guardrail Repairs/Replacements	\$27,776		Traffic Signs	\$36,073	Shoulder Restoration	\$31,155
TOTALS	\$722,863	\$1,416,069			TOTALS	\$2,241,833

Rural Dale Rd. Bridge Replacement

In June 2008, MCEO crews replaced bridge 6030-041 on Rural Dale Rd., approximately 0.35 mile West of Cutler Lake Rd. The bridge was in dire need of replacement. This bridge was one of many designed in-house by MCEO staff.

The bridge crew had pre-casted concrete blocks to use for abutments. All of the substructure work was done by MCEO crews well before the project was completed.

Prior to the new structure being erected, the old bridge needed to be demolished. MCEO crews carried out the dismantling of the structure, and scrapped the old beams.

Crews next poured concrete footers and established the new abutments with their pre-cast concrete blocks. Along with assistance from a contracted crane service, beams were set by MCEO, the deck was welded and the concrete floor deck was poured.

The final products turned out on-time and as planned. As MCEO crews are able to build more of these structures, the efficiency and skill of the crews will become better and will save the Engineer's Office money by not having to contract out as much work. Thus, the budget will go further towards more projects.



ROADWAY RESURFACING AND MAINTENANCE

2008 PROJECTS COMPLETED				2009 PROJECTS PLANNED		2008 MAINTENANCE	
ASPHALT	MILES	ASPHALT	MILES	ASPHALT	MILES	OPERATION	TOTAL
Adamsville Rd.	0.42	Military Rd.	1.74	Hicks Rd.	1.32	Ditching	125 Miles
Bald Hill Rd.	1.08	National Rd. (CR420)	0.33	Hoover Ave.	0.50	Chip - Seal	40 Miles
Cannelville Rd.	3.30	Old River Rd.	0.63	Hoover St.	0.16	Culvert Pipe	4,600 Feet
Clay Littick Rd.	0.59	Rehl Rd.	0.57	Hopewell-Nat'l Rd.	1.66		
Coopermill Rd.	4.73	Richards Rd.	0.62	Jersey Ridge Rd.	1.37		
Deerfield Rd.	1.24	Ridge Rd.	3.41	Old Town Rd.	1.63		
Licking Rd.	0.77	S. Pleasant Grove Rd.	1.98	Rix Mills Rd.	5.58		
		TOTALS	21.41	Shannon Valley Rd.	3.40		
				Sonora Rd.	1.68		
				TOTALS	17.30		

- ◆ *Ditching* is performed on a three year cycle to drain water away from roadways.
- ◆ *Chip-Seal* has historically been done in approximately three years cycles.
- ◆ *Culvert pipe* move water from one side of the road to another.

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