

Good Enough For Government Work!

A phrase that has been commonly used across the country for decades is, "Good enough for government work!" Today, most people speak it in a sarcastic manner, often implying, "The job is done. It's not the best work, but it'll suffice!"

What is the true meaning behind "Good enough for government work"? History states that during the World War II time era, firearm manufacturers used this expression as a method to convey a high quality standard of work. If it was good enough for the government to protect our service men and women, then it was good enough for everyone else!

Often times, this huge misperception has stereotyped government agencies. The County Engineer's Office is here to serve the public with the best quality of

standards as possible. The MCEO is committed to bringing an unparalleled approach to *maintaining* the present and *preparing* for the future. Our office is willing to go the extra mile to ensure that a problem is examined, planned, and executed thoroughly. Repairs are normally made not to band aid, but to remain permanent.

There is no question that when there is one problem, there are countless solutions. However, decisions by government agencies such as MCEO are made in the best interest of the traveling public.

A portion of this article was derived from Clifford Ursich, P.E., President and Executive Director of "Flexible Pavements of Ohio". Ohio Asphalt Magazine, Fall 2010 Issue.

Load Rating County Bridges

The Federal Highway Administration (FHWA) is responsible for oversight on the nation's road and bridge infrastructure. This entity ensures there is conformity amongst all State, County, City, Township, and Village agencies. A mandate in 2009 was released stating that all bridges must be load rated by the end of 2013. This is a direct result of the 2007 Minneapolis bridge collapse. The MCEO had already instituted a similar program prior to the mandate.

A majority of the 420 bridges inspected by the MCEO are load rated in house. Unfortunately, there are some bridges, including trusses, that must be analyzed by consultants for a variety of reasons. To fund this mandate, the County Engineer's Association of Ohio (CEAO) secured an 80/20 grant for our office. This means that only 20 percent of the total cost of consultant services must be paid by the MCEO, and the federal government pays the remaining 80 percent.

The process of load rating includes the observations and notes taken during annual bridge inspections. The bridges are given a rating every year based on a variety of conditions such as the size of the span, type of deck, age, type of steel or concrete, and gusset plates. The FHWA released its new mandates after the 2007 Minneapolis bridge collapse, stating undersized gusset plates were the main factor in the catastrophic failure. The FHWA has provided the mandates and funding with hopes of preventing future failures and collapses.



ROADWAY RESURFACING AND MAINTENANCE

2010 PROJECTS COMPLETED				2011 PROJECTS PLANNED		2010 MAINTENANCE	
ASPHALT	MILES	ASPHALT	MILES	ASPHALT	MILES	OPERATION	TOTAL
Bellview Dr	1.47	Panther Dr	0.29	Bottom Rd	1.38	Ditching	81 Miles
Lutz Ln	0.70	Richvale Rd	1.45	Darlington Rd	1.50	Mowing	6,030 lane miles
Millers Ln	4.25	Ridge Rd	2.25	Dillon Hills Rd	1.21	Culvert Pipe	5,655 Feet
Mt. Perry Rd	2.60	Shannon Rd	4.13	Dresden Rd	1.52		
North Dresden Rd	1.80	Spry Rd	1.20	National Rd	0.85		
N River Rd West	1.16			New Hope Rd	5.35		
				Norfield Rd	2.28		
				Sonora Rd	0.56		
		GRAND TOTAL	21.30	GRAND TOTAL	14.65		

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

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THE 2010 ANNUAL REPORT

The right treatment on the right road at the right time is vital for a resilient infrastructure. Maintenance and inspection of the county roadways involves an elaborate process of prioritizing. An asphalt rating system guides our staff to determine what roads will be paved and chip-sealed. Prior to resurfacing, road crews must install cross-culverts and fix problem areas so they do not reappear under the new asphalt. Using a durapatcher, crews apply oil and stone to repair damaged areas and preserve roadway surfaces. This new machine has helped diminish the need for coldmix and prolong the life expectancy of the highways. In addition to the repairs, approximately 22 miles of asphalt was resurfaced in 2010.



A main highlight of 2010 was the large span bridge replacement on North Dresden Road between Dresden and Trinway. Although the project lasted a little over seven months due to high water and unforeseen foundation problems, the bridge opened to traffic in September. Bridge inspection and routine maintenance continue to identify and solve problems to preserve the longevity of our 420 structures.

Ongoing maintenance of the county's infrastructure will be the focal point of 2011. Bridge repair will remain a high priority, with three structures receiving major rehabilitations. A bridge on Moxadarla Road will receive a new truss superstructure as our construction season begins. A bridge on Creamery Road between Nashport Elementary and State Route 60 will be replaced. In addition, the Dillon Falls bridge will benefit from a deck replacement. These projects are planned to occur during the summer months.

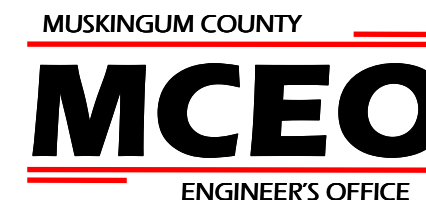
Despite not reaching a compensation settlement for road damage caused by the installation of the Rockies Express Pipeline (REX), crews fulfilled the first part of the county's repair plan by coldmix paving over the damaged areas. Chip-seal will be applied to these roads in the spring of 2011. Negotiations are on-going with REX, and we hope to reach a reasonable settlement in the near future.

The Engineer's Office continues to work with other agencies within Muskingum County to provide a broad range of services to the citizens and visitors of the county. We provide assistance and inspection to several entities, including the Commissioners, Port Authority/TID, Water, Sewer, and Townships.

We also urge you to explore our website for news updates, road closings, and other valuable information pertaining to the infrastructure of Muskingum County.

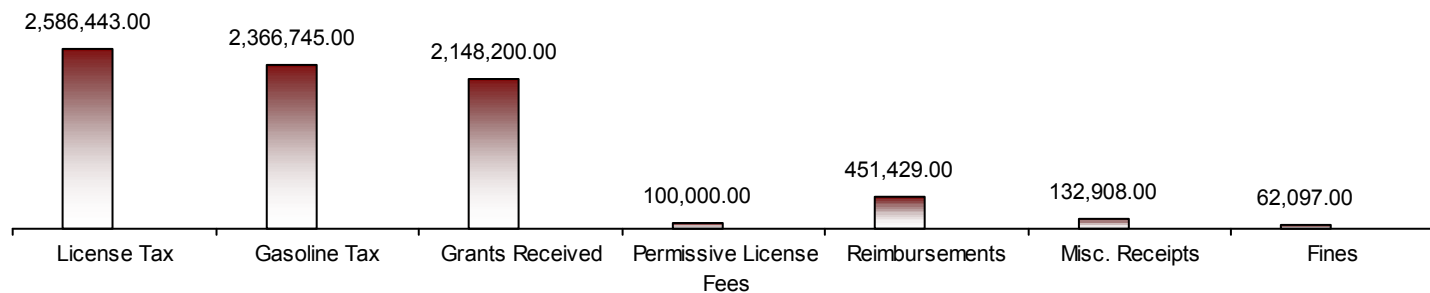
Thank you for reading your newsletter.

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



2010 REVENUES

TOTAL = \$7,847,822.00



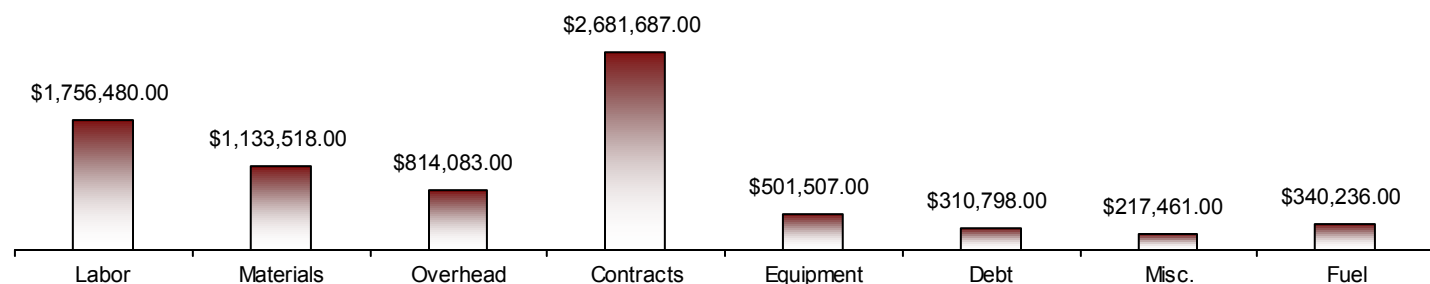
License Tax	32.96%
Gasoline Tax	30.16%
Grants Received	27.37%
Permissive Lic. Fees	1.27%
Reimbursements	5.75%
Misc. Receipts	1.64%
Fines	0.79%
Interest Earned	0.05%

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.



2010 EXPENDITURES

TOTAL = \$7,755,770.00



Labor	22.65%	- Payroll for highway and bridge crews, as well as office and administrative staff.
Materials	14.62%	- Stone, salt, cinders, asphalt for patching, cold mix and seal emulsion, bridge, and culvert materials.
Overhead	10.50%	- Retirement, Insurance, Worker's Compensation, Medicare, etc.
Contracts	34.58%	- Work by contractors, consultants (asphalt paving, bridge design, road and bridge repairs, etc.)
Equipment	6.47%	- New equipment, equipment rental, repairs, and preventative maintenance for the county highway fleet.
Debt	4.01%	- Debt paid on highway, bridge, and equipment loans.
Misc.	2.80%	- Utilities, signs and traffic control, safety items, office supplies, computers and software, misc. items.
Fuel	4.39%	- 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)	\$405,000	\$1,003,000	Mowing	\$234,016	Tree/Brush Removal	\$172,278
Bridge Repairs	\$178,823		Chip-Seal	\$102,635	Traffic Control	\$21,908
Culvert Replacements/Installations	\$87,732		Ditching	\$190,195	Hauling Stone	\$271,208
Guardrail Repairs/Replacements	\$12,045		Snow Removal	\$764,451	Asphalt Patching	\$78,935
			Traffic Signs	\$72,466	Shoulder Restoration	\$42,535
TOTALS	\$683,600	\$1,003,000			TOTALS	\$1,950,627

State Route 93 Turn Lane

The Zanesville-Muskingum County Port Authority secured funding through the 2009 American Recovery and Reinvestment Act enacted by the United States Congress to design and construct a second turn lane for the East Pointe Industrial Park.

The Ohio Department of Transportation (ODOT) requested assistance from the Engineer's Office to inspect the project because the funding was secured through a county entity, even though it is a state route.

When the MCEO assistance was requested, the project was immediately reviewed by our office. It was decided to reduce the amount of construction days from several months of partial closure to six weeks of full closure.

Although the inconvenience created temporary traffic headaches, the project went very well and opened on time.

The turn lane provides an alternative entrance for businesses such as Avon and Dollar General. Several sight distance problems were eliminated by removing humps in the road.

The turn lane also provides a safe manner for the industrial park traffic to separate itself from the through traffic on State Route 93 Northbound. The roadway carries numerous trucks, at times more than forty an hour, from Interstate 70 to the industrial park.

Norfield Road was designated as the local detour route. Funds were set aside within the project amount to repair the damaged areas of the road. This portion of Norfield Road between State Route 93 and Sonora Road will receive a new application of asphalt in 2011.

The additional entrance is yet another attraction to potential businesses looking to call the East Pointe Industrial Park home.



Sign Grant Awarded to MCEO

Road signs are important in many ways. Regulatory signs require a motorist to perform or not perform an action. Warning signs make motorists aware that something unexpected or extraordinary is ahead. Guide signs show motorists where things are. Since nighttime crashes occur approximately three times as often as daytime crashes, maintaining traffic sign retroreflectivity is important to promoting safety.

Retroreflectivity describes how light is reflected from a surface and returned to its original source. Small glass beads (prismatic reflectors) are on the signs which reflect light from the vehicle headlamps back to the vehicle and the driver's eyes,

which in return makes the sign appear brighter and more visible to the driver.

Recently, the Federal Highway Administration (FHWA) outlined several new mandates needing to be completed by 2018. Although the MCEO has been meeting these requirements in recent years, grants would accelerate the replacement of old signs with ones that have a greater life expectancy and reflectivity.

By 2015, the MCEO must have all regulatory, warning, and guide signs upgraded to meet or exceed the retroreflectivity requirements set forth by the FHWA. By 2018, all overhead and street name guide signs must meet the requirements.

As you may have noticed, 700 new stop signs were installed in 2010. Along with the stop signs, 200 stop ahead signs were either replaced or installed for the first time. Lastly, below the stop signs, red post reflectors were installed to make the stop signs more visible in the darkness.

The MCEO spent \$30,000 for these signs. Of this amount, \$24,000 (or 80%) was paid by the grant. The other \$8,000 was paid for by the MCEO.

In the upcoming months and years, the MCEO will expand its sign replacement to include curve signs, speed limit signs, and road name signs just to name a few.

