

North Pointe Road — Major Slip Repair

Within the first couple months of 2011, after a very wet end to the winter months, differential settlement began to occur along the northbound lane about 1500 feet south of Powelson Road. When this lane was closed on March 11, the Engineer's Office immediately began research and planning on how to remedy the situation.

On May 16, 2011, Governor Kasich signed an Emergency Proclamation, qualifying North Pointe Road as a candidate for funding through the Federal Highway Administration (FHWA). From this date forward 180 days, FHWA will pay one-hundred percent of the project cost. After the six months, a twenty percent match would be required by the County to pay for the repairs. A slip review was conducted by the FHWA, ODOT, and MCEO at the site on May 23, 2011.

The Engineer's Office immediately began gathering information from the Ohio Department of Transportation. ODOT was quick to respond, informing MCEO of forms to be completed and meetings with FHWA that were necessary. The County Engineer and Commissioners were in constant communication regarding the slip, and every effort was being made to develop a course of action and how to most efficiently and effectively fix the problem at hand.

ODOT informed Muskingum County that construction inspection would be managed by ODOT personnel due to the emergency federal funds involved. Muskingum County would be consulted in the decision making, but would not have the final decision. ODOT would ultimately approve all plans prior to the execution of work. Required documentation was submitted by June 3, 2011 for the slip. On June 13, the consultant receives authorization from the Commissioners and ODOT to proceed with engineering.

Soil borings, site analysis, plans and funding discussions, and plan reviews took place between June and August 4, 2011.

On this day, the Commissioners adopted and signed plans for the slip repair to occur. The plans were then sent to ODOT for bidding.

ODOT District 5 engineers endorsed the plans on August 8, 2011 and proceeded to send the plans to ODOT's central office. Letting of the project began on August 16 and the project was awarded to RF Scurlock on September 1. A pre-construction meeting was held on September 8 and construction commenced on September 19.

Weather and unforeseen problems hindered the project since construction began on September 19. All of the entities had to go back to the drawing board when new problems surfaced. One particular event happened on October 6, when a significant water problem was discovered. The unsuitable weather also caused many headaches and a call to revise the plans. Every situation is different and must be treated very seriously and studied to ensure the correct procedure is executed. Revised plans for the additional work were received by ODOT on October 19, 2011.

The project extended beyond the 180 day maximum that was allocated for the one-hundred percent funding. However, The Muskingum County Transportation Improvement District (TID) applied for funding through the ODOT and was awarded \$200,000 to be used towards the North Pointe Road Slip Repair and other repairs for the roadway. ODOT and the Engineer's Office are working together to finalize costs accrued after the federal deadline. The County will need to pay twenty percent of the costs after the federal deadline. At this time, it is anticipated that the TID grant dollars will cover the amount needing to be reimbursed by the County, thus eliminating the burden to Muskingum County.

Muskingum County Engineer's Office
2011 Annual Report
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MUSKINGUM COUNTY

MCEO
ENGINEER'S OFFICE

2011 ANNUAL REPORT

The Muskingum County infrastructure is a unique system of roads and bridges that will guide a motorist through both urban and rural areas in a matter of minutes. As people move away from the urban center, and business continues to establish itself in rural areas, it is very important to monitor the movement of traffic in order to anticipate maintenance and improvements.



As revenue margins decline and material and fuel costs rise, budget forecasting needs to be precise, now more than ever, in government. We must continue to live within our means to *protect* and maintain our roads and bridges. Preservation of asphalt roads and routine maintenance of chip-seal and stone roads are important elements of our comprehensive plan which invest in Muskingum County's future.

In a county where several watersheds feed the Muskingum River, bridges continue to be an invaluable part of a functional road. Aggressive maintenance, inspections, and replacements have kept roads open for travel. Grants and other funding sources are used to replace bridge structures. Annual inspections guide the Engineer's Office for planning replacements for the next five to seven years on average.

Over the past year and a half, saturated soils have threatened the integrity and stability of roads. One such example was North Pointe Road. When the road was closed in March of 2011, emergency funds were secured through the Federal Highway Administration and the road was opened by the December holiday season. Vulnerable sub-bases and aging road surfaces are exposing the burden which the above average precipitation has bestowed upon us.

On the horizon, there are major oil and gas drilling productions about to commence in Muskingum County. The Engineer's Office has been aware of this for some time, and is here to serve and protect the residents from road and bridge damage. Road use agreements that have been developed across the State of Ohio are being utilized in this county with the companies. Not only do these agreements include county roads, but township roads as well.

The Engineer's Office is here to safeguard the right-of-way owned by Muskingum County. Roads and bridges must be improved and maintained by the drilling companies under the agreements. The county and townships must stand united. As the chief engineering advisor for the townships, MCEO is extending our help and guidance to them.

May the year 2012 in Muskingum County be a success! Thank you for reading your newsletter.



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

Moxadarla Rd Bridge Replacement — 2011

MCEO replaced the truss bridge on Moxadarla Road near the intersection of Darlington Drive in Newton Township during the spring and early summer of 2011. The project took approximately six months to complete.

Total project cost was \$544,397.90. The Muskingum County Transportation Improvement District (TID) Board contributed \$200,000 and the County paid \$344,397.90. Of the total cost, \$435,518.32, or eighty percent, was reimbursed by ODOT and placed in the Credit Bridge Program. These funds will be available to go towards other bridge projects in the future.



Upcoming 2012 Bridge Replacements



Creamery Road
#6041507



Main Street
Roseville
#6036600



Shannon Road
#6043240

Dillon Falls Rd Bridge Deck Project

The Licking River bridge between Licking Road and Dillon School Road closed on July 13 for 45 days to repair the deck. Although a critical bridge for over 6,000 motorists on average each day, closing the bridge completely at one time allowed for the necessary repairs to be done to preserve the life and integrity of the structure.

The original deck in 1999 was constructed with a metal deck and an asphalt road surface. Over the years, the porous asphalt allowed surface water, including salt, to penetrate to the bridge deck and beams below. Thus, causing potential harm to the superstructure.

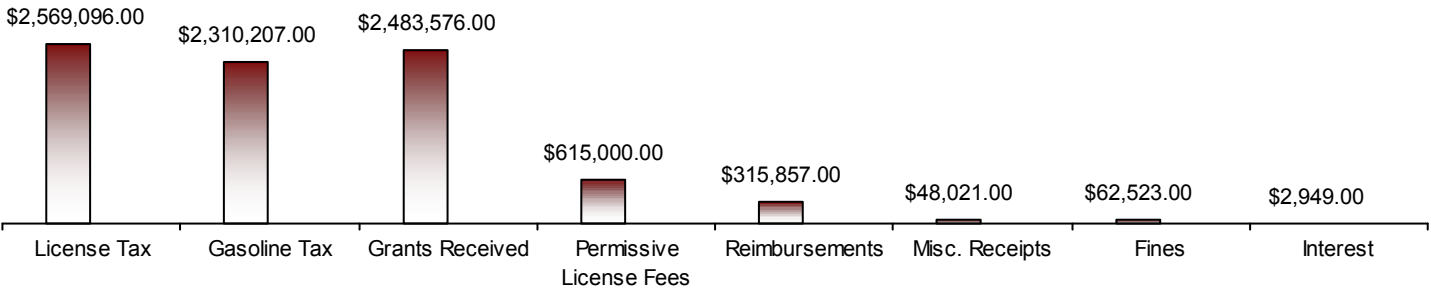
During the project, removal of the asphalt road surface exposed the metal decking. Shear studs were welded to the bridge beams, followed by a concrete road surface. The original metal decking remained in place. The concrete will protect the bridge superstructure from surface water, and extend the life of the bridge for many more years.



ROADWAY RESURFACING AND MAINTENANCE

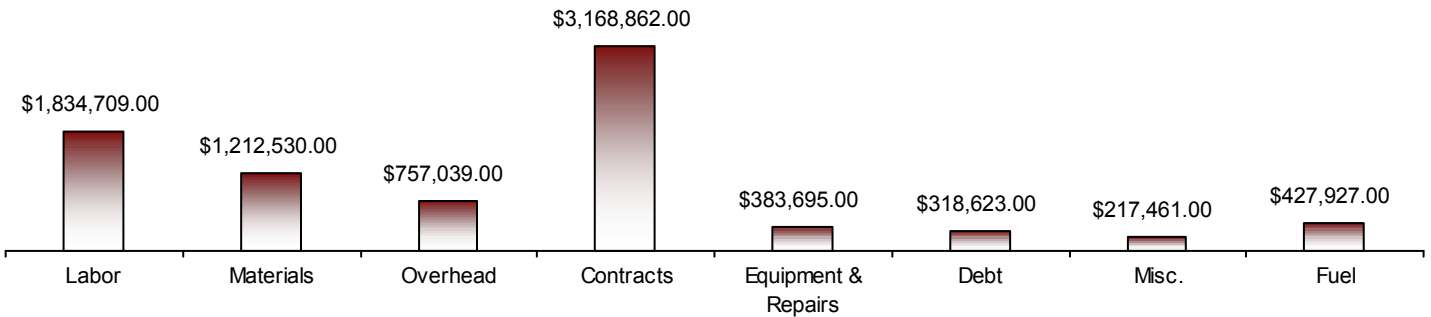
2011 PROJECTS COMPLETED		2012 PROJECTS PLANNED		2011 MAINTENANCE	
ASPHALT	MILES	ROAD	MILES	OPERATION	TOTAL
Bottom Rd	1.38	Dietz Ln	2.67	Grader Ditching	49 Miles
Darlington Rd	1.50	Dillon Hills Dr	1.92	Mowing	3,420 Lane Miles
Dillon Hills Rd	1.21	Limestone Valley Rd	1.98	Culvert Pipe	4,495 Feet
Dresden Rd	1.52	Norfield Rd	9.75	Chip & Seal	46 Miles
National Rd	0.85	Old River Rd	3.80	Dura-Patching	31,680 Feet
New Hope Rd	5.35	Old Wheeling Rd	2.05	Centerline Striping	124 Miles
Norfield Rd	2.28	Salt Creek Rd	4.08	Edge Line Striping	41 Miles
Sonora Rd	0.56	GRAND TOTAL	26.25		
GRAND TOTAL	14.65				

2011 REVENUES TOTAL = \$8,407,229.00



License Tax	30.56%	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.
Gasoline Tax	27.48%	
Grants Received	29.54%	
Permissive Lic. Fees	7.32%	
Reimbursements	3.76%	
Misc. Receipts	0.54%	
Fines	0.74%	
Interest Earned	0.06%	

2011 EXPENDITURES TOTAL = \$8,320,846.00



Labor	22.05%	- Payroll for highway and bridge crews, as well as office and administrative staff.
Materials	14.57%	- Stone, salt, cinders, asphalt for patching, cold mix and seal emulsion, bridge, and culvert materials.
Overhead	9.10%	- Retirement, Insurance, Worker's Compensation, Medicare, etc.
Contracts	38.08%	- Work by contractors, consultants (asphalt paving, bridge design, road and bridge repairs, etc.)
Equipment	4.61%	- New equipment, equipment rental, repairs, and preventative maintenance for the county highway fleet.
Debt	3.83%	- Debt paid on highway, bridge, and equipment loans.
Misc.	2.61%	- Utilities, signs and traffic control, safety items, office supplies, computers and software, misc. items.
Fuel	5.14%	- 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)	\$277,373	\$706,807	Mowing	\$214,850	Tree/Brush Removal	\$230,077
Bridge Repairs	\$148,446		Chip-Seal	\$90,343	Traffic Control	\$19,011
Culvert Replacements/Installations	\$52,525		Ditching	\$206,014	Hauling Stone	\$162,843
Guardrail Repairs/Replacements	\$1,191		Snow Removal	\$666,155	Asphalt Patching	\$150,307
			Signs & Posts	\$14,327	Shoulder Restoration	\$30,072
TOTALS	\$479,535	\$706,807			TOTALS	\$1,783,999

MISC. MATERIALS	UNITS	COUNTY FUNDS	FUEL	GALLONS	COUNTY FUNDS
Salt	5,246 Ton	\$263,292	Gasoline	16,599	Per Unit Varies
Stone	25,194 Ton	\$320,830	Diesel	92,409	Per Unit Varies
Emulsion	142,418 Gal	\$284,837	TOTALS	109,008	\$427,927