North Pointe Road — 2012 Road Resurfacing

It is hard to believe that North Pointe Road is approaching its tenth year of service. The Engineer's Office maintains slightly over six miles from Richvale Road to the intersection of State Route 60 and Main Street in Dresden. The 55 MPH corridor between Zanesville and Dresden averages over 5,500 vehicles per day. As the preferred route for motorists, the roadway has already proven it is fatigued and in need of repairs.

In 2011, the County Engineer's Association of Ohio (CEAO) secured funding for the Engineer's Office totaling $1 million for a resurfacing project on North Pointe Drive. A 20 percent local match was required, bringing the maximum project total to $1.2 million. Each part of North Pointe Road has its own unique repairs that need to be completed. After careful thought and analyzing, the Engineer's Office concluded that the two mile portion of roadway between Richvale Road and Powelson Road needed the most repair.

To begin the project, this section of roadway needed four and a half feet of material to be milled and removed from the roadway's shoulder at a depth of six inches. The shoulder was then filled with asphalt to stabilize the outer edges of the roadway.

The second phase of the project involved eight inches of asphalt, 200 feet in length, to be removed from the roadway overpass spanning Vista View Drive. A large section of roadway had settled in this location. Although the settlement area was not 200 feet in length, this distance was necessary in order to bridge the problem area in case any further settlement occurred. However, it is believed that the settlement has ended. This concrete span will keep the area in tact.

North Pointe Road was then resurfaced with three inches of new asphalt. After resurfacing, a two foot stone berm was added to properly secure and protect the edge of the roadway. Highly reflective thermoplastic paint was then applied to the new asphalt for the yellow and white striping. New reflective pavement markers were also installed for better visibility during the dark hours.

Forms complete and ready for concrete over Vista View Drive

Concrete pump truck pouring the concrete on North Pointe Road

Paving crew resurfacing North Pointe Road at Powelson Road

A view of North Pointe Road completed; view to Richvale Road

The Muskingum County Transportation Improvement District (TID) was awarded funding earlier in 2011 through the State of Ohio to help cover the repairs on the roadway. The grant was in place to supplement the slip repair if they exceeded the allotted 100% federal funding. The grant was not needed for the slip repairs, and was available to cover the 20 percent local match on the North Pointe Road resurfacing project. Approximately $185,000 was used for the local match. Consequently, no Engineer's Office or County Commissioner funds were used on the resurfacing project.

County Bridge Load Ratings

As a result of the Minneapolis bridge collapse in August 2007, the federal government mandated that all local governments such as the Engineer's Office load rate every structure, regardless of the type. All bridges over 20 feet in length were to be rated. MCEO was capable of performing a large portion of the load ratings in house. However, 41 structures, such as the Philo/Duncan Falls bridge, were load rated by consultants due to their complexity and size, or because they were truss type structures. In all, 219 bridges had to be load rated.

The federal government imposed a deadline of 2014 for all bridges to be rated. MCEO is proud to have successfully load rated all of the required bridges by the end of 2012; two years ahead of schedule.

The Philo/Duncan Falls bridge spanning the Muskingum River

It is the goal of the Muskingum County Engineer's Office (MCEO) to provide a safe and efficient highway system for the traveling public, respond promptly to reasonable road related requests, process property records accurately and punctually, while discovering cost effective solutions for road maintenance and administrative duties through the use of modern technology and traditional public service principles.

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MUSKINGUM COUNTY
MCEO
ENGINEER'S OFFICE

2012 ANNUAL REPORT

It has been a privilege serving as your County Engineer for the past eight years. The office staff and highway crews work very diligently to carry out our goals and exceed expectations to provide a safe infrastructure for the traveling public.

The budget, comprised mostly of gas tax and license plate fee revenue sources, can vary from month to month and year to year. The economy has a large influence on how people spend money, such as buying gas, or how many vehicles they own. The best thing we can do when preparing the future budgets is to look at past history of revenues, and how the economy is performing at the time.

However, scoping the following year's budget is not solely focused on revenue. The Engineer's Office is constantly developing a financial plan. Budgets at the Engineer's Office are forecasted upwards of six to eight years in advance. Unforeseen events, such as the wind storm in June, also put a strain on budgets when overtime is required. Resources are also removed from normal maintenance duties to satisfy the immediate needs of the emergency.

Not only are the road and bridge projects and their respective materials calculated into the budget, items such as salt for winter storm events must be estimated and purchased. The Engineer's Office must purchase 80 percent of our estimated amount, and the supplier only has to guarantee delivery of 120 percent of the estimated amount at the contracted price. In 2012, the Engineer's Office did not use a lot of salt, but still had to purchase the 80 percent allotment. Although it may have appeared the Engineer's Office saved a large amount of money due to the light winter, the only cost savings was in overtime not paid to the highway men to combat the storms.

Thank you for reading your newsletter.

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

2012 Bridge Replacements Completed

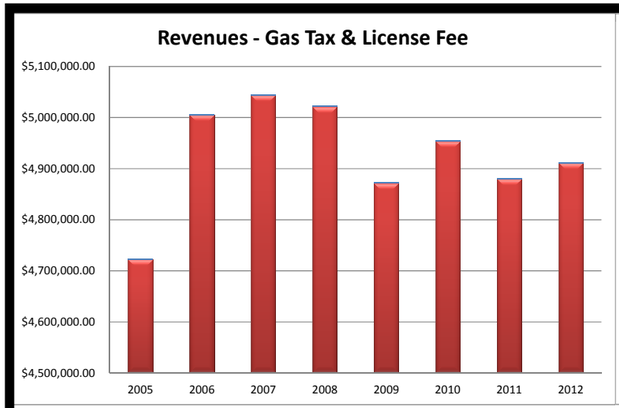
Creamery Road, Muskingum Township

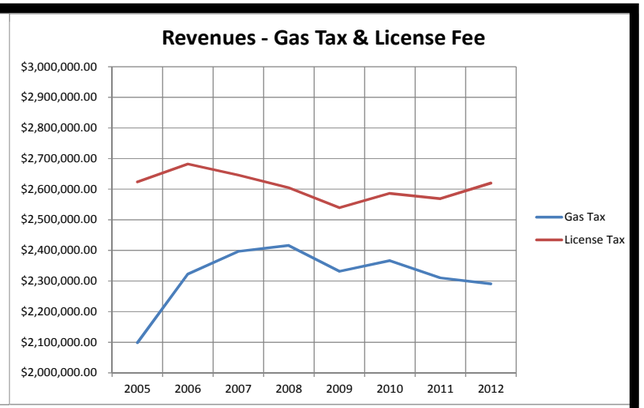
Shannon Road, Jackson Township

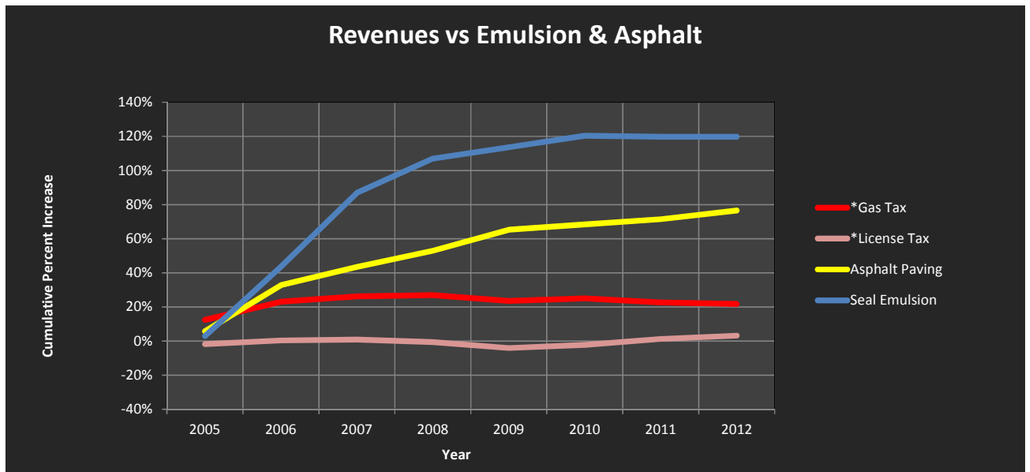
Creamery Road was closed during the Summer of 2012 for a bridge replacement just a few hundred feet from State Route 60. New beams and abutments, along with a new concrete deck and approach slabs were installed. The slight hump in the road was also removed, which added to the safety improvement of the project.

The bridge just south of the Frazeysburg corporation limit on Shannon Road was closed for approximately 180 days. The structure contains three spans and two piers. New abutments and steel beams, along with approach slabs were installed. The bridge was in dire need of replacement, and had been scheduled for replacement for several years.

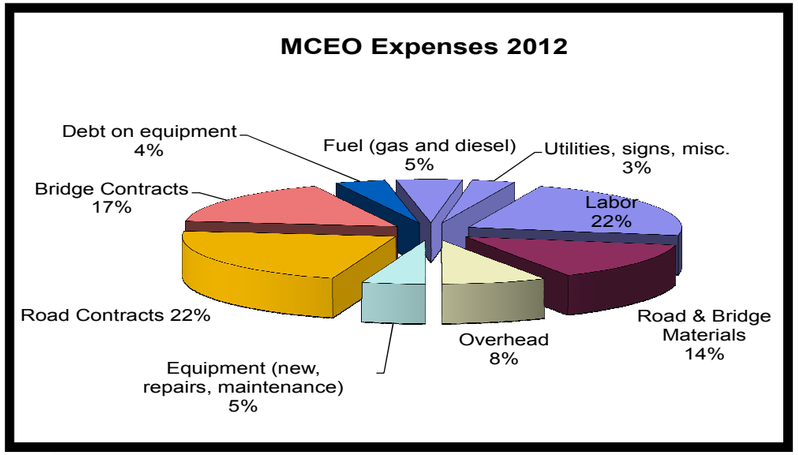
Revenues and Expenditures







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.



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

2013 PROJECTS PLANNED

ASPHALT	MILES
Fairview Rd	2.10
Kearns Dr	0.30
Olde Falls Rd	1.35
Old River Rd	1.75
Pinecrest Dr	5.40
Potts Ln	1.99
GRAND TOTAL	12.89

MOTOR PAVE*	MILES
Arch Hill Rd	1.45
Southern Rd	0.87
Sundale Rd	0.45
GRAND TOTAL	2.77

2012 MAINTENANCE

OPERATION	TOTAL
Ditching	41 Miles
Mowing	3,900 Lane Miles
Culvert Pipe	4,090 Feet
Chip & Seal	20 Miles
Dura-Patching	30,835 Feet
Centerline Striping	67 Miles
Edge Line Striping	19 Miles

2012 PROJECTS COMPLETED

ASPHALT	MILES
Arch Hill Rd	0.74
Dietz Ln	2.17
John Glenn Sch Rd	0.72
Old River Rd	3.80
Old Wheeling Rd	2.05
Salt Creek Rd	4.08
GRAND TOTAL	13.56

MOTOR PAVE*	MILES
Norfield Rd	9.75
GRAND TOTAL	9.75

*To protect the integrity of asphalt roads, and as an alternative to chip-seal, the Engineer's Office has begun to motor pave deteriorated roadways that have been paved with hot mix in the past but lack the required base material to sustain continued resurfacing and useful life expectancies. Motor paving a roadway is about $18,000 less per mile than hot mix asphalt. By adding more thickness of motor paving material, this protects the road by bridging the soft or damaged subsurface of undulating roadways. Candidates for motor paving are typically not resurfaced with asphalt because it would take an astronomical amount of asphalt to bring the roadway up to standard.