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MUSKINGUM COUNTY

# MCEO 2013 ANNUAL REPORT

ENGINEER'S OFFICE

Across the great State of Ohio, counties are being inhibited by declining gas tax and license fee revenues. The road and bridge infrastructure is deteriorating at a faster rate than maintenance and improvements can keep up. It is extremely important to evaluate revenues and expenditures on a frequent basis. Many large projects, along with common maintenance items, will continue to put a strain on license fee and gas tax revenues.

The MCEO budget continues to hover around \$5 million year after year. Purchasing power for items, such as asphalt, has dropped over 50 percent since 2005. Where we could resurface 20 miles of asphalt roads, now we can only complete 10 miles. The thresholds that our costs have reached are unprecedented.

It appears that little has been proposed within the state or federal legislatures to increase income or adjust the method of distribution for our revenues. It is becoming a well-known fact that the state gas tax is becoming obsolete. As the number of fuel efficient cars increase, less fuel is being purchased. Also, the higher the price per gallon of fuel, the less motorists purchase. Regardless of the price per gallon of fuel, the tax income remains the same. It is imperative that our state and federal legislators explore other means of revenues in lieu of the gas tax and to support the transportation bill. For example, there are proposals being researched that tax based on the value of the vehicle, the number of miles driven in one year, or a license plate fee increase.

In the 2014 May Primary, voters will have the opportunity to provide additional funds to its local entities. Two public meetings were held in November. The Engineer's Office explained the necessity for an additional \$10 to be added to license plate fees (per registration), and how it would impact our communities. The County Commissioners have decided to place one \$5 fee per registration on the May ballot. This will generate approximately \$300,000 annually for MCEO bridges, with collection beginning in January of 2015. Townships will receive approximately \$100,000, and the municipalities, including Zanesville, will receive around \$65,000, based on the number of registrations in each jurisdiction. This funding can only be spent on roads and bridges.



For additional information regarding the current state of our roads and bridges, please visit our website or social media pages. An insert has been included with this report for more detail on the bridge infrastructure.

Thank you for reading your newsletter.

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

***As part of our continued initiative to increase awareness of the Muskingum County infrastructure, MCEO announces its newest outreach methods. Use these accounts to track road and bridge closings, road conditions, and other news releases.***



Facebook: <https://www.facebook.com/MuskCtyEngineer>  
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# Project Grant Funding | 2005-2019

MCEO is constantly searching for ways to supplement the budget in order to accomplish more maintenance and construction. Several funding sources exist that have financed over 42 projects through 2019. ODOT designates a certain percentage of the federal funding for counties, townships, and municipalities. This is the most common way of how grant funding is developed.

MCEO averages just over \$2 million per year in grants. ODOT contracts with the County Engineer’s Association of Ohio (CEAO) to select projects for the Local Bridge Replacement (LBR) program. MCEO funds most major bridge projects through this system. ODOT has additional funding for projects through the CEAO. Examples of project candidates are pavement marking, sign upgrades, speed zone studies, and load rating of bridges.

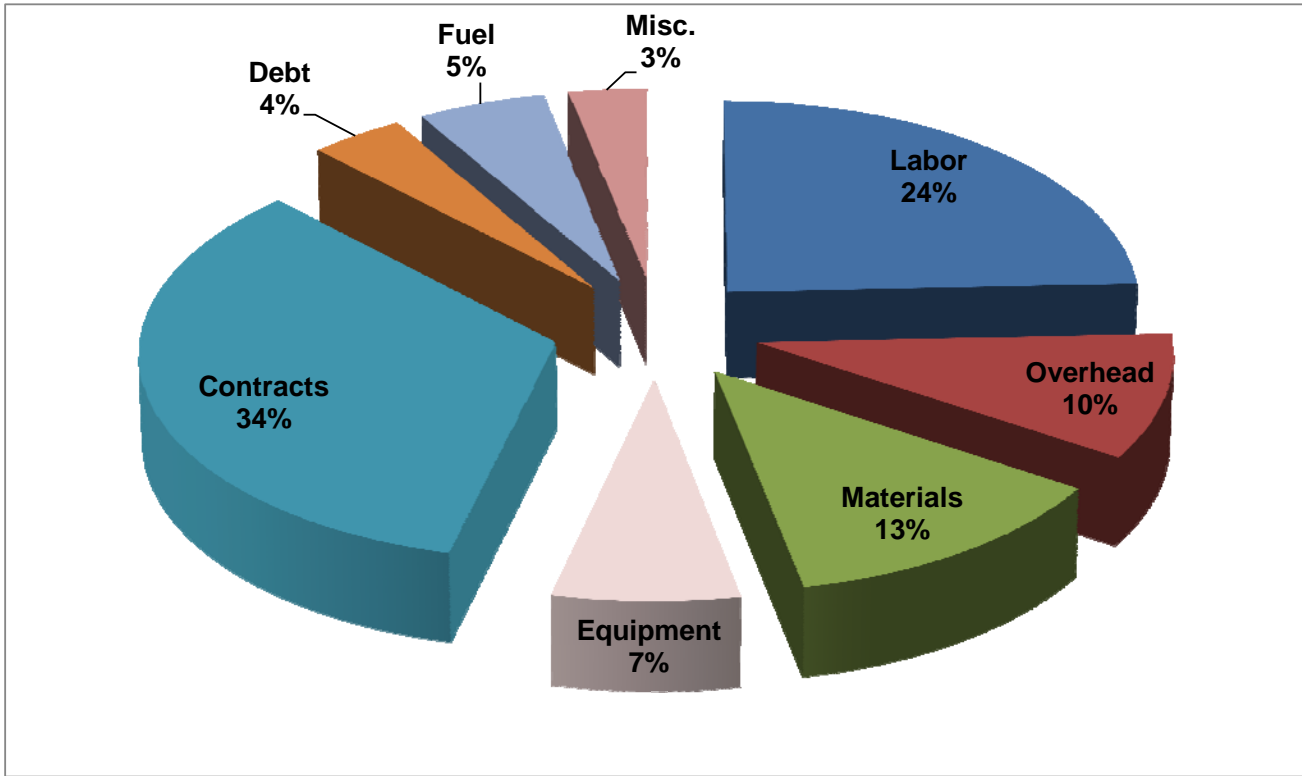
The Ohio Public Works Commission (OPWC) sponsors a competitive grant process, through which our resurfacing program is funded. This funding will be on the May ballot for renewal. State voters have historically renewed this funding since 1987. This program has funded more than \$3 billion in projects since its inception.

Year	Project	Fed/State
2005	OPWC Pavement Resurfacing	\$523,864
2005	LBR - Pleasant Valley Rd	\$771,993
	<b>2005 Subtotal</b>	<b>\$1,295,857</b>
2006	OPWC Pavement Resurfacing	\$402,572
	<b>2006 Subtotal</b>	<b>\$402,572</b>
2007	OPWC Pavement Resurfacing	\$386,593
2007	Pavement Marking	\$155,949
2007	LBR - Licking, Old River, Coopermill	\$1,251,224
	<b>2007 Subtotal</b>	<b>\$1,793,766</b>
2008	LBR - Arch Hill, Urban Hill, Green Valley	\$916,740
2008	Rubber Tire Resurface - Creamery Rd	\$652,661
2008	OPWC Pavement Resurfacing	\$797,046
	<b>2008 Subtotal</b>	<b>\$2,366,447</b>
2009	OPWC Pavement Resurfacing	\$695,552
	<b>2009 Subtotal</b>	<b>\$695,552</b>
2010	CEAO Bridge Load Rating	\$37,732
2010	CEAO Federal Pavement Marking	\$142,328
2010	CEAO Sign Upgrade	\$30,250
2010	LBR - N Dresden Rd - Trinway	\$979,019
2010	OPWC Pavement Resurfacing	\$706,807
	<b>2010 Subtotal</b>	<b>\$1,896,136</b>
2011	LBR - Dillon Falls Rd	\$282,250
2011	ODOT Credit Bridge - Moxadarla Rd	\$439,200
2011	OPWC Pavement Resurfacing	\$774,618
2011	CEAO Pavement Marking	\$135,912
2011	North Pointe Rd Slip Repair	\$818,345
2011	CEAO Bridge Load Rating	\$211,016
	<b>2011 Subtotal</b>	<b>\$2,661,341</b>



Year	Project	Fed/State
2012	OPWC Pavement Resurfacing	\$709,710
2012	LBR - Main St - Roseville	\$1,255,126
2012	LBR - Shannon Rd	\$799,213
2012	LBR - Creamery Rd	\$217,770
2012	CEAO - North Pointe Resurface	\$741,136
	<b>2012 Subtotal</b>	<b>\$3,722,955</b>
2013	OPWC Pavement Resurfacing	\$799,178
2013	Pavement Marking	\$150,000
2013	Sign Upgrade	\$17,092
	<b>2013 Subtotal</b>	<b>\$966,270</b>
2014	Speed Study	\$27,000
2014	Pavement Marking	\$150,000
2014	OPWC Bridge Loan	\$500,000
2014	OPWC Resurfacing	\$799,773
2014	Ohio Bridge Partnership	\$1,350,000
	<b>2014 Subtotal</b>	<b>\$2,826,773</b>
2015	LBR - Cutler Lake Rd	\$605,150
2015	LBR - Old River Rd - Grantcliff Bridge	\$3,552,800
2015	Ohio Bridge Partnership	\$1,770,000
	<b>2015 Subtotal</b>	<b>\$5,927,950</b>
2016	Ohio Bridge Partnership	\$1,575,000
2016	LBR - Lambert Rd	\$1,182,640
	<b>2016 Subtotal</b>	<b>\$2,757,640</b>
2017	LBR - Cannelville Rd	\$424,800
2017	LBR - Mollies Rock Rd	\$424,800
	<b>2017 Subtotal</b>	<b>\$849,600</b>
2019	Guardrail Upgrade	\$300,000
2019	CEAO North Pointe Rd Resurfacing	\$2,000,000
	<b>2019 Subtotal</b>	<b>\$2,300,000</b>
	<b>Grand Total</b>	<b>\$30,462,859</b>

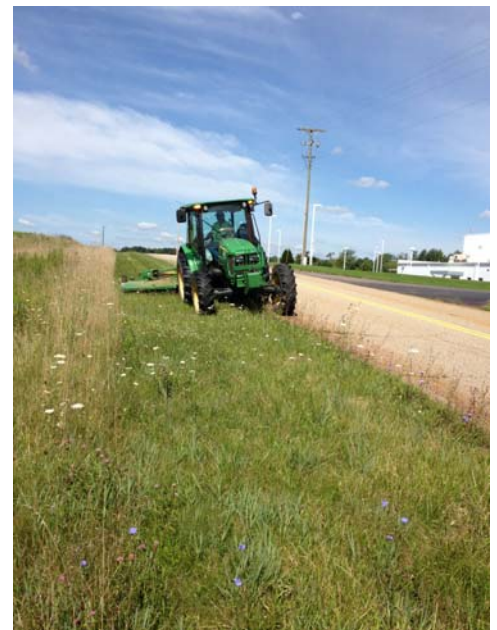
# Expenditures



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

Improvements	MCEO	Grant Funds
Asphalt Resurfacing & Paving (Including Miscellaneous Repair)	\$249,358	\$709,710
Bridge Repairs/Replacement	\$91,444	
Culvert Replacements/Installations	\$124,913	
Guardrail Repairs/Replacements	\$13,273	
<b>TOTALS</b>	<b>\$478,988</b>	<b>\$709,710</b>

Maintenance	MCEO	Maintenance	MCEO
Mowing	\$214,850	Tree/Brush Removal	\$115,228
Ditching	\$306,590	Traffic Control	\$53,956
Snow Removal	\$416,290	Hauling Stone	\$208,243
Signs & Posts	\$33,547	Asphalt Patching	\$85,155
Miscellaneous	\$298,640	Shoulder Restoration	\$15,094
<b>TOTALS</b>		<b>TOTALS</b>	<b>\$1,747,593</b>



**2013 Maintenance**

OPERATION	TOTAL
Ditching	46 Miles
Mowing	3,026 Lane Miles
Culvert Pipe	2,810 Feet
Coldmix	6,300 Ton
Dura-Patching	15,143 Gal 568 Ton

**2013 Projects Completed**

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
<b>GRAND TOTAL</b>	<b>12.89</b>
MOTOR PAVE	MILES
Arch Hill Rd	1.45
Narrows Rd	5.36
Southern Rd	0.87
Sundale Rd	0.45
<b>GRAND TOTAL</b>	<b>8.13</b>

**2014 Projects Planned**

ASPHALT	MILES
Adamsville Rd	2.11
Airport Rd	1.12
Canal Rd	3.22
Clay Pike	1.00
<b>GRAND TOTAL</b>	<b>7.45</b>
MOTOR PAVE	MILES
McGlade School Rd	4.04
Meadow Farm Church Rd	0.45
<b>GRAND TOTAL</b>	<b>4.49</b>

**Ohio Bridge Partnership Program**

The Ohio Bridge Partnership Program was established as a new initiative by the Governor's Office and the Ohio Department of Transportation. It is designed to reduce the excess of deficient county bridges across Ohio. The program provides \$120 million from Ohio's fiscal year 2015 through 2017. No local match will be required for these projects. The OBPP is exactly what Ohio's counties need to upgrade an aging bridge inventory. We appreciate the Governor's Office for taking on this initiative.

MCEO was required to submit bridges that met the criteria for the program. ODOT determined that a total of nine bridges will be replaced in Muskingum County. These bridges are identified as structurally deficient, and having other severe problems. By ODOT funding these projects at 100 percent, this will save the county \$3.1 million in replacement costs in the future. This allows other bridges to move up our list for replacement quicker than expected.

The nine bridges that are being replaced will be on the following roads: Wilson Rd, Coopermill Rd, and Foxfire Dr in 2014; Rural Dale Rd, Hamby Hill Rd, and Moore Rd in 2015, and Rural Dale Rd, Coopermill Rd, and Hamby Hill Rd in 2016.

**OPWC Bridge Loan**

MCEO has successfully secured a \$500,000 loan in 2013 from the Ohio Public Works Commission (OPWC) for bridge replacements. This is a 0% interest loan that will be paid back over the next 30 years.

Muskingum County has 415 bridges. Over half of these bridges are over 50 years old and require repairs or replacements. There are numerous bridges on our radar that are beyond repair that need replaced. Seven bridges were selected to be replaced for the maximum loan amount of \$500,000. The loan will assist with materials and equipment needed to complete the work. MCEO crews are expected to replace the structures.

Construction will begin on the bridges in 2014 and will continue through 2015. The following roads have bridge replacements upcoming through the loan: Clay Pike (2), Boggs Road, Shannon Valley Road, Goosecreek Road, Bush Hill Road, and New Hope Road.

**Roseville Bridge Replacement**

In January 2013, the Main Street bridge in Roseville was closed for replacement. The project was completed around the six month estimation and connected Roseville once again. As much work as possible was completed prior to closure, such as the sanitary and water line relocation that was completed in late 2012.

The structure crosses the Moxahala Creek with three spans and two piers. New piers, abutments, and concrete box beams were constructed. Sidewalks on each side of the bridge allow pedestrians to easily access both sides of the creek. Shelly & Sands, of Zanesville, was the general contractor. The total construction cost was \$1,321,185, of which \$1,255,126 were federal funds. The county contributed \$66,059 as local match towards the project.



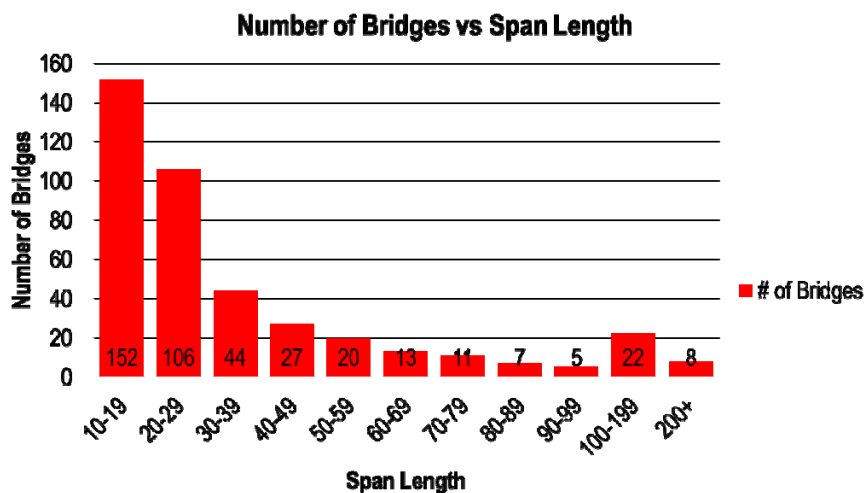


# Investing In Our Bridge Infrastructure

*Bridges are an essential link in the highway system.*

## Overview

- ✓ Number of Bridges: 415
- ✓ 223 bridges are over 50 years old
- ✓ 152 bridges cannot be replaced with federal funding because they are not over 20 feet in length



- ✓ 92 weight limited bridges (22%)
  - ✓ Cost to replace: \$11,349,000
  - ✓ All 92 bridges need to be replaced within 10 years
  - ✓ It would take 30 years to replace all 92 weight limited bridges at current funding revenues
- ✓ Numerous other bridges need replaced within the next 10 years

## What does the Engineer's Office do with bridges?

- ✓ Annual inspections by MCEO staff
- ✓ Design most bridges in-house
- ✓ Apply for state and federal funds for replacements
- ✓ Conduct repairs by MCEO forces
- ✓ Monitor traffic
- ✓ Special Hauling Permits
- ✓ Attend training and conferences



## Permissive Tax History

- ✓ First \$5.00 motor vehicle tax, per registration, was enacted in 1968 by County Commissioners
- ✓ Currently, this tax assists the county engineer with road maintenance and improvement projects throughout the county
- ✓ MCEO averages \$300,000 per year
- ✓ All townships and municipalities receive a portion of the \$5.00, to be used for road maintenance and improvements
- ✓ Additional \$10 is still available to add by law



## Permissive Tax Future

- ✓ Additional \$5.00 will be on the May ballot
- ✓ Additional Estimated Revenue:
  - ✓ County: \$300,000
  - ✓ Townships: \$100,000 (distributed based on registrations per twp)
  - ✓ Municipalities/City: \$65,000 (distributed based on registrations per entity)