

2020 Year End Report

Guernsey County Highway Department



Paul E. Sherry, P.E., P.S.
Guernsey County Engineer

Contact Us

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Special points of interest:

- 12 miles resurfaced
- 13.5 miles micro surfaced and sealed
- 2 Speed zones determined
- 13 bridges rehabilitated
- 6 miles of secondary road



From the Engineer's Desk:

2020 was a challenging year but we had many accomplishments...

The County Engineer's office is responsible for the maintenance of over 400 miles of road as well as 314 bridges. Some of the items that we care for are drainage, culverts, signs, mowing, guardrail, winter clearing, trees and debris, and safety issues.

As detailed in this report, our funding comes primarily from gas tax and license fees. As such, our funding generally correlates with the population of our county. It is a common misconception that property taxes go towards roads. The only truly local funding that goes towards roads is a license plate fee that has been in place, unchanged for 20 years. Another common fallacy is that the we receive funding from the oil and gas development. While it is true that sometimes a gas pad development will pay for improvements on a specific route for portions of a road, the benefit has a very limited life and location and does not have county-wide impacts.

Despite the obvious difficulties that made 2020 especially challenging, for most people including the Highway Department, this year was also marked by our ability to implement a multi-tiered road maintenance program. This consisted of several techniques that will extend the service life of our roads. This opportunity was available for two reasons. Ohio Legislators implemented a long overdue increase on the gas tax, the rate had been fixed for over a decade. Also, Guernsey County Treasurer was gracious to offer an advance on these receipts to make road improvements more cost effective.

Using Ohio Public Works grant funding, Vocational, Robbins and Trail Run Roads were resurfaced this summer. The project included spot repairs, a 2" asphalt overlay, pavement markings and a rumble stripe. The plans and contract documents were developed by the Engineer's office. The project cost \$1,277,224 and is being offset by Issue 1 funding by \$643,000. The balance of funds will come from the Highway Department budget which is funded by the Fuel Tax and License Fees because no income tax, property tax, or sales tax revenues are used by the Highway Department.

Additionally, we were fortunate to receive the first ever ODOT sponsored grant based on Oil and Gas impacts to the County. The grant is a maximum of \$500,000 and will be used to pave portions of Pennyroyal Road and a short section of Salem Road. To qualify for the grant, targeted roads must be in the area of Oil and Gas activity but not directly related to an active site or other road maintenance contract. The project includes spot repairs, a 2" asphalt overlay, pavement markings and a rumble stripe. The plans and contract documents are being developed by The Engineer's office and will begin advertising for bids as soon as we receive approval from ODOT.

We were able to add four new dump trucks to our fleet, which proved to be very beneficial with the severe winter season. These trucks replaced vintage 1996 and 1999 trucks that had half th capacity and range. Despite the upgrades, our average fleet age is close to 15 years old. Additionally, we need start planning for the replacement of one road grader and track hoe.

Finally, we are planning on having several slip and road repairs completed this year. Funding from FEMA has been completed or at least committed from the Emergency Declaration of February 2019. We will be working on Guernsey Valley Road, New Gottengen, and Robbins Road. Work on Sampson, Salem, and Bridgewater Roads was completed in 2020. Some of the projects are considered large and will be contracted out while smaller projects will be completed with County Crews. Repairs will include bank stabilization, guard rail repair and pavement repairs.

We have very high goals for our roads and bridges and want the best for our community but are ultimately limited by the resources available. We will continue to pursue all grant opportunities as well as implementing the most efficient operations to provide the best possible infrastructure for our residents.

It is my honor to serve the community and I look forward to seeing the improvements over the many years to come.

Sincerely,
Paul E. Sherry

Superintendent's Report...by Tony Warden

The COVID 19 virus changed our operations somewhat, but I feel like we adapted rather well. We tried to keep our employees safe while continuing to do the highway department work! It still proves to be even more of a challenge as this year closes out. We will continue to do what is necessary to meet the needs of the public while taking care of our employees.

As spring went into early summer, we tried to get over all of our roads to make repairs from the wet winter and spring. This was completed by the end of June.

By the first part of July, we were gearing up to begin grader patching with asphalt. We split our employees into 2 crews to cover more ground.

The outpost crew started on CR 472, New Gottengen Road, between State Route 761 and CR 75, Frankfort Road. Then they moved on to CR 75, Frankfort Road between CR 472 and State Route 265. They then went back to CR 472 between CR 75 and CR 74, Salem Rd. Finally, the outpost crew went from CR 472 to the county line on CR 75, Frankfort Rd. This portion of Frankfort Rd was paid for by Ascent Resources. From there, they went to CR 73, County Home Rd to grader patch. Also, a couple of grader patches went down on CR 74, Salem Rd, north of State Route 265.

The following roads were grader patched by the Cambridge crew: CR 71, Peoli Rd from CR 870, Sli-go Rd to the county line, CR 585, Broadhead Rd at intersection of CR 84, Sugartree Rd, and CR 416, Peters Creek Rd. This concluded all grader paving for 2020.

After grader patching, we began a program to grader ditch our secondary roads. We believe this will help with storm damage from heavy rains to get the water moving off the roads and down the ditches. We had some what fallen behind on the maintenance of these secondary roads since we quit prepping them for chip & seal treatment. We believe this is the time to continue this program and cover as many secondary roads as we can until they are complete. This will save us greatly in stone and water damage over time.

We also tried something new on our secondary roads that I believe worked very well. The roads that are partly remnants of old chip & seal surface and are partly dirt prove to be a maintenance nightmare. We try to grade them but with the outcropping of old chip & seal, it makes 2 kinds of surface and our grading does not hold up. They are a constant problem. We brought in a mill and milled some of these problem roads from end to end to come up with a new constant surface. We shaped these roads after they were ground up to make a constant surface end to end. I believe we need to do more of this in 2021 to help maintain these old chip & seal roads.

County crews put together a pipe replacement crew to replaced needed culverts on various roads in preparation for paving. The following is a list of pipe installed:

561 feet of 12"

240 feet of 18"

100 feet of 24"



The following is a summary of grader patching :

CR 472 -	994 tons	\$61,628
CR 75 -	1004 tons	\$62,248
CR 74 -	62 tons	\$3,844
CR 73 -	175 tons	\$10,850
CR 71 -	735 tons	\$45,570
CR 416 -	295 tons	\$18,290
CR 585 -	<u>149 tons</u>	<u>\$9,238</u>
Totals	3,414 tons	\$211,668

The following is a summary of secondary road grader ditching:

CR 34	3.14 miles
CR 140	5.78 miles
CR 412	4.98 miles
CR 451	1.56 miles
CR 14	3.94 miles
CR 44	4.26 miles
CR 547	3.42 miles
CR 141	3.91 miles
CR 59	6.68 miles
CR 43	3.26 miles
CR 416	4.9 miles
CR 614	2.88 miles
CR 368	5.38 miles
CR 343	5.96 miles
CR 236	6.6 miles
CR 380	7.58 miles
CR 47	4 miles
<u>CR 75</u>	<u>6.68 miles</u>
Total	84.91 miles



County crews mowed along all county roads in addition to some contracted mowing. We also contracted 368,892 lineal feet of guardrail spraying.

Overall, we had a busy year and accomplished a lot of road improvements. As for future goals for 2021, I would like to see us continue the grader ditching of our secondary roads. They need to be ditched. I would also like to mill and reshape more chip & seal roads that have failed to ease the maintenance issues these types of roads create.

Finally, I would like to see us invest a sizable portion of our budget to grader patching with asphalt. I believe that it buys us 2 to 3 years of better driving conditions on asphalt pavement to allow for future major overlays. It further stretches our repair dollars as we are making the repairs ourselves. We just need to make sure we pick the right candidates for this type of patching. We will look ahead and plan for a better 2021.



2020 YEAR END BRIDGE REPORT

Submitted by Gary E. Glasgow

During 2020 the Bridge Crew performed repairs and replacement to the following bridges.

1. Spencer Township – CR 19 (Howell Road) #3032213. Removed and replaced entire structure.
2. Spencer Township – T125 (Red Lane Road) #3033007. Removed and replaced entire structure.
3. Madison Township – T674 (Brushy Fork Road) #3033198. Removed and replaced entire structure.
*All three new structures above were replaced with heavier painted beams and treated deck. Deck was sealed with Petro-tac and asphalt. Drip edge was applied to protect end of deck. New guard rail was installed.
4. Madison Township – T-7637 (Winterset Lane) #3033775. Removed old asphalt, applied Petrotac and Paved to seal deck.
5. Londonderry Township – CR98 (Skull Fork Road) #3035425. Straightened out rigger and replaced 2 sections of rail and 1 wrap around end.
6. Londonderry Township - CR98 (Skull Fork Road) #3031969. Replaced 1 section of rail on west. Cleaned creek channel on both sides of bridge and realigned creek channel with bridge.
7. Monroe Township -T857 (Sumac Road) #3030180. Cleaned abutment walls and replaced 12 planks on deck.
8. Monroe Township – T860 (Yellow Water Road) #3034283. Replaced 15 plank on deck.
9. Knox Township- T611 (Covered Bridge Road) #3030474. Replaced 5 truss supports and siding, damages that were caused by over height vehicles.
10. Millwood Township – CR75 (Frankfort Road) #3031071. Repaired 2 outriggers and replaced 2 sections of rail and 1 wrap around.
11. Millwood Township -T49 (Johnsons Mill Road) #3030229. Replaced 10 oak plank on deck.
12. Millwood Township – T9420 (Iron Horse Lane) #3034968. Repaired wood railing with treated lumber.
13. Richland Township – T741 (Gildea Road) #3033414 . Replaced 28 Oak Plank on Deck.

The Following Truss Bridges Were Washed.

- Oakwood Road – 3030424
- Pigeon Gap Road – 3030539
- Angus Road- 3031209
- Oxford Road- 3032981
- Iowa Road- 3032078
- 8th Street Road – 3033880
- Ideal Road- 3033937
- Salt Road- 3031551
- Hatchery Road- 3033929
- Walhonding Road- 3034178

The Following Concrete Deck Bridges Were Washed and Sealed.

- Bell Road – 3030769
- Wills Creek Valley Drive – 3034828
- Oakwood Road – 3030424
- Read Road - 3030002
- Bridgewater Road - 3032915
- Morton Road - 3034046
- Corduroy Road - 3030253
- Savage Road - 3032388

2020 saw many changes for the Guernsey County Map Department. We converted our parcel mapping to a digital format and restructured databases to maximize efficiency. Beginning in March, Covid-19 restrictions forced changes to our staffing and public access policies. While remaining in full operation, staff was rotated and most business was conducted by phone, email and internet accessibility. The following is a partial list of statistics from 2020.

Deed Descriptions checked—3,814

New surveys approved—308

Parcels Mapped—495

New Addresses—136

The primary purpose of the Map Department is to keep the County tax parcels updated for the Guernsey County Auditor for tax appraisal purposes. We check all deeds that are transferring and have been submitted by attorneys, banks, and title agencies. Documents are checked for accuracy to follow the transfer requirements set forth by the County Auditor and Engineer. All new surveys are submitted to our office by registered surveyors. We are also responsible for pre approving Sheriff sale foreclosures. An abstract card file and database consisting of approximately 40,000 property owners is maintained daily with the volume and pages of deed references when properties are transferred. We assist the County Auditors Office with all deed transfers. Descriptions of all territories to be annexed to various corporations and villages within the County are reviewed by the Map Department.

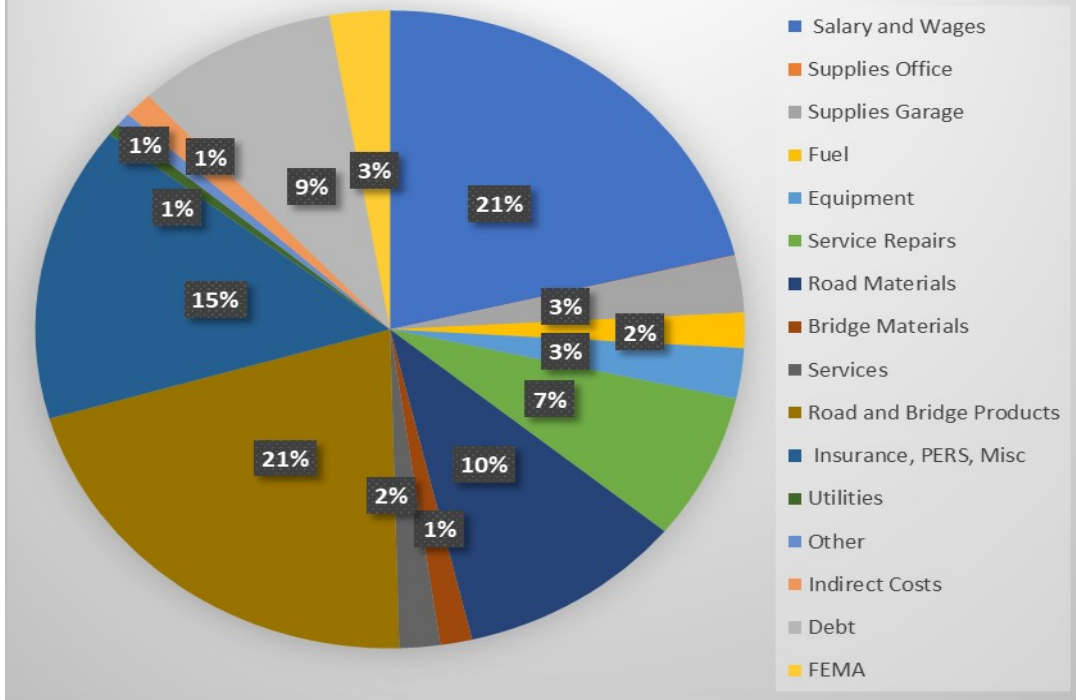
Our office assigns all new house numbers and keeps the MSAG (Master Street Address Guide) updated for 911. We work with all 3 phone companies in our county to assure all of their customers are in the MSAG, but mainly with Verizon, the host phone company for 911. The LBRS (Location Based Response System) is maintained in our office. The green reflective house numbers signs are sold in our office.

We also meet with the trustees from all 19 townships and the County Engineer to report their road inventories and certifications to the State of Ohio Department of Transportation. All new roads established and vacated street, road, and alley descriptions are checked by our department. All new township and county road numbers and names are assigned by our office. The County road map is revised by our department and is updated periodically when the supply demands.

The Geographic Information System (GIS) division of the Map Department integrates hardware, software and data necessary to store, analyze, manage and present all types of geographical data. The GIS works directly with county offices including Engineer, Sheriff, Fire Departments, First Responders and Emergency Management. GIS also provides services to the Oil & Gas Industry, Forestry, realtors and developers.

We are also agents for the Guernsey County Planning Commission which is responsible for all new land development and work directly with developers, surveyors and the public to assure the rules of the Planning Commission are understood and followed. Also, preliminary work for the Census Bureau is completed by our staff. Copies of tax maps, road maps, abstract cards, aerial photography are available in our office.

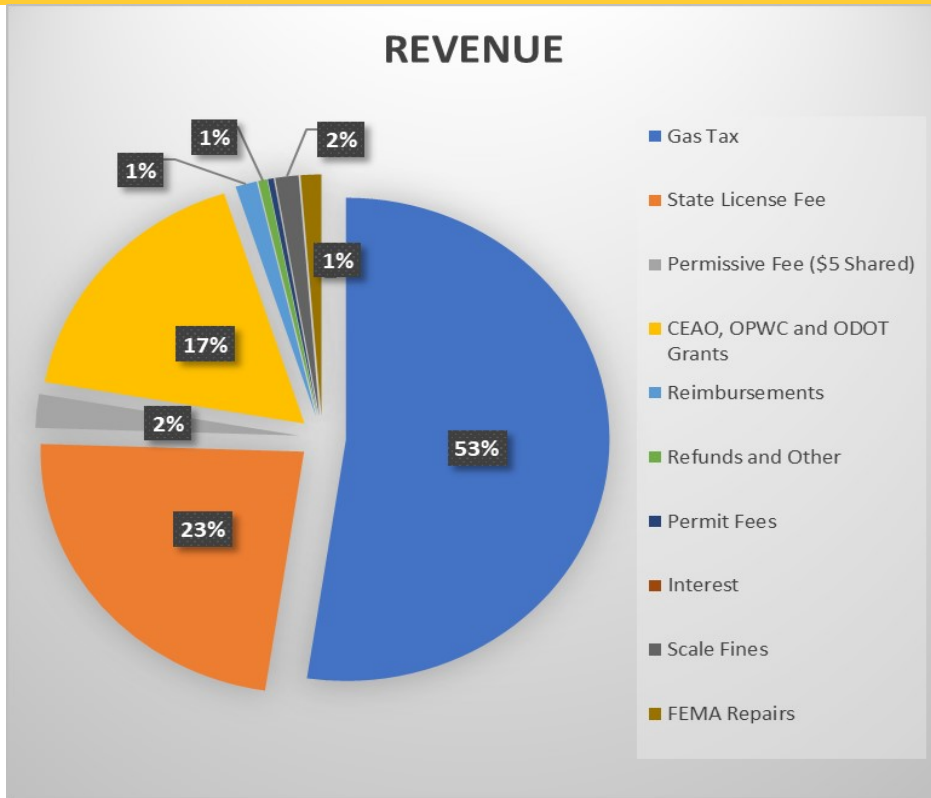
EXPENSES



EXPENSES

Salary and Wages	\$ 1,439,859.00
Supplies Office	\$ 2,516.00
Supplies Garage	\$ 194,136.00
Fuel	\$ 120,825.00
Equipment	\$ 172,993.00
Service Repairs	\$ 502,142.00
Road Materials	\$ 702,459.00
Bridge Materials	\$ 98,667.00
Services	\$ 125,512.00
Road and Bridge Products	\$ 1,415,823.00
Insurance, PERS, Misc	\$ 1,015,575.00
Utilities	\$ 41,374.00
Other	\$ 46,648.00
Indirect Costs	\$ 88,022.00
Debt	\$ 621,590.00
FEMA	\$ 186,005.00
	\$ 6,384,072.00





Revenue

Gas Tax	\$ 3,614,207.00
State License Fee	\$ 1,596,916.00
Permissive Fee (\$5 Shared)	\$ 154,916.00
CEAO, OPWC and ODOT Grants	\$ 1,194,632.00
Reimbursements	\$ 91,081.00
Refunds and Other	\$ 38,675.00
Permit Fees	\$ 24,500.00
Interest	\$ 1,078.00
Scale Fines	\$ 98,262.00
FEMA Repairs	\$ 87,199.00
	\$ 6,901,466.00



Looking forward:

It is really amazing on how fast my first four years have gone by. Equally surprising is that it has taken that amount of time to just start implementing programs that will yield long term benefits to our roads. Reconstruction on several secondary roads will take place in 2021. We are anxious to see if this process offers a viable solution to re-build many of the roads that can no longer be maintained at an adequate level.



We will continue to support the needs of the Townships as best we can. Providing materials, equipment, and management support seems to be working as more Trustees are taking advantage of what we can offer. Typically, Townships use us as a material purchasing/stockpile reserve and sometimes piggy backing on road maintenance service contracts. Like crack sealing and micro surfacing.

still very costly. The 3 month winter period cost over \$500,000 in material, equipment and manhours. This is always difficult to plan for but we try to be prepared and keep something in reserve, just in case!

The four tandem dump trucks added to our fleet allowed trucks 20 -25 years old to be sent to auction. This increases our capacity and efficiency greatly. Interestingly, the cost of the new equipment is greatly lessened by the expense of lost labor and production. We expect to reduce our repair budget by as much as 35% as well as reduced down time. The ultimate goal is to provide our County the best service we can.

Thank you for this opportunity to serve and I look forward to improving the County infrastructure to a high and sustainable level.

Sincerely,

Paul E. Sherry, PE, PS

Guernsey County Engineer

