



Guernsey County Engineer  
Annual Report 2019  
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From the desk of: Paul E. Sherry, P.E., P.S.

It is my pleasure and honor to present this annual report of the Guernsey County Highway Department's activities for the past year. The report will cover the amount and sources of revenue as well as the corresponding expenditures. We will also take this opportunity to highlight several of our accomplishments and items to look forward to next year.

The winter was not our worst but heavy rains and flooding made up for the lack of snow. We were declared in need of emergency assistance which resulted in 13 different locations being identified by FEMA as worthy for some funding. This process is very thorough and ongoing, but we remain optimistic in capturing funding to help in the repair of damaged areas.

Our employees continued their great job in performing a wide variety of tasks that keep the roads and bridges open and safe for travelers. It often feels as an effort in futility as more than half our roads are in a very difficult condition to maintain. Failing chip and seal is by far our greatest burden because these roads are subject to problems seen in both gravel and paved roads. In the coming year, we will take a hard look at which of these should be sealed and which should be ground back to gravel, removing old paving remnants which would allow for a consistent surface.

Fortunately, the Legislature updated the gas tax increasing the 15+ year old rate by \$0.11. However, the County Engineer's Association had suggested that the amount of funding needed to bring and maintain our infrastructure at an average level was closer to \$0.30. While I am thankful for any increase, this is a fixed rate that will not keep up with inflation as time goes on, so we must plan accordingly. Locally, we are still sitting at a fee schedule developed in the mid 1990's. Opportunities exist to bring us up to date, but it would be at the expense of our local community.

Some notable impacts in our budget was due to the over 18 miles of paving completed this year. Using a combination of several grants, loans, and cash, we were able to improve almost 10% of our 200 miles plus of paved roadway. This came at a significant cost of about \$750,000 to our budget but it leveraged another \$1,750,000 of improvements. The positive impact is also realized in our improvement of our overall pavement road condition rating as it increased from 70 to a length weighted score of 76.5. Going forward we will move to incorporate maintenance to these roads to extend their life and level of service.

The need to keep from deferring maintenance is evident in the formerly chip sealed roads that have fallen into very poor condition. These roads generate most of our complaints and require a large amount of effort that impacts a relatively small number of travelers. Looking ahead to 2020, several of these roads will have a variety of treatments to improve service and lower maintenance issues.

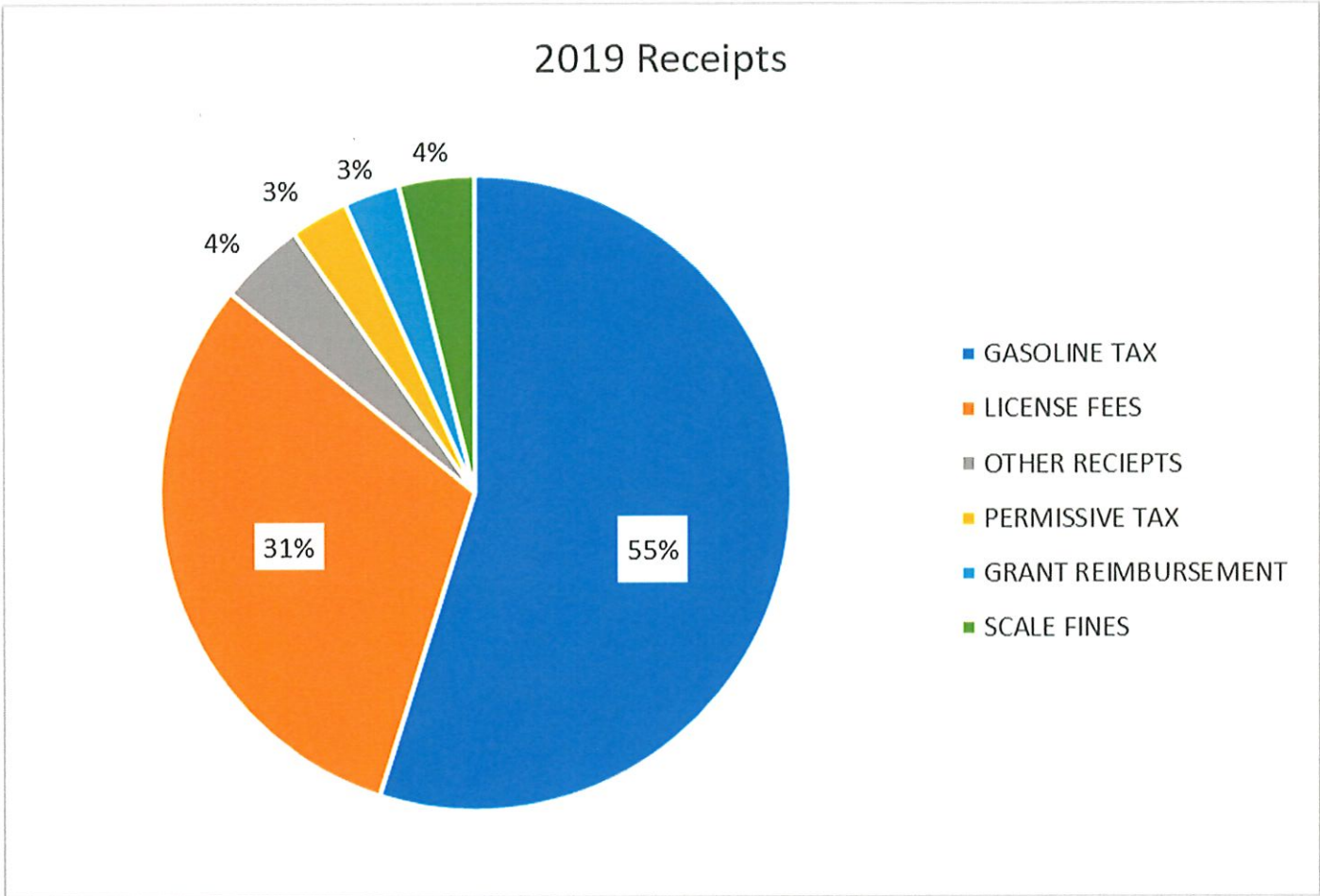
I am thankful for the opportunity to serve you and look forward to continually improving the roads and bridges across our County.

In your service, Paul E. Sherry, Guernsey County Engineer

## 2019 Receipts

Gas Tax	\$2,940,535
License Fee (State)	\$1,655,947
Permissive Tax (Local)	\$158,360
Other	\$235,602
FEMA and Grant Reimbursement	\$152,959
Scale Fines	\$209,226
<b>Grand Total for 2019</b>	<b>\$5,352,629</b>

**Where does the money come from?**



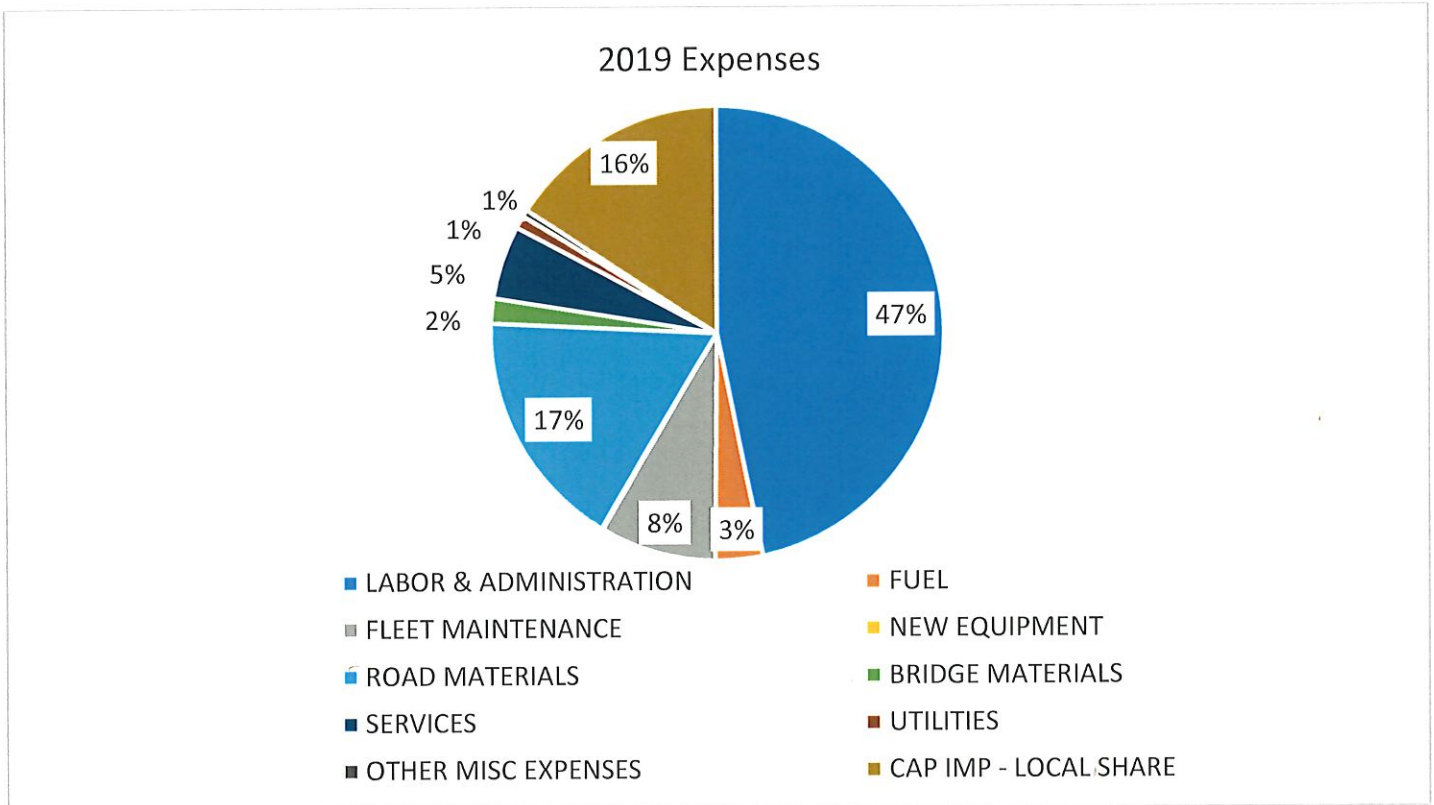
## 2019 Grants

ODOT CR 33 and 21	\$2,421,867
OPWC CR 33, 21, 57 & 164	\$ 565,916
CEAO Sign funding	\$TBD
CEAO Safety Study	\$ 21,600
<b>Grand Total Grant Funding</b>	<b>\$ 3,009,383</b>

## 2019 Expenditures

LABOR & ADMINISTRATION	\$ 2,292,380
FUEL	\$ 164,739
FLEET MAINTENANCE	\$ 407,123
NEW EQUIPMENT	\$ 5,420
ROAD MATERIALS	\$ 840,265
BRIDGE MATERIALS	\$ 87,094
SERVICES	\$ 256,496
UTILITIES	\$ 44,671
OTHER MISC EXPENSES	\$ 24,498
<u>CAP IMP - LOCAL SHARE</u>	<u>\$ 774,789</u>
<b>GRAND TOTAL EXPENSES</b>	<b>\$4,897,475</b>

Where did  
it all go?



## 2019 Year End Report – by Tony Warden

Our Highway Department has had another successful year of road repairs and maintenance. It proves to be more challenging every year with the increased cost of everything used to carry out the mission of improving roads and bridges in Guernsey County. We continually look to improve methods, while trying to keep our costs down. On a positive note, the State of Ohio passed a fuel tax that will eventually trickle down to the counties and help our budget. Our focus will be to use the money to improve roads and bridges and the department's operations.

Part of our fuel tax money will be used to purchase four new tandem dump trucks. These trucks and the equipment to outfit them have been ordered and we hope to have them ready to put on the road this coming spring. These trucks are needed in the worst way as our current fleet is aged to the point that it no longer makes sense to keep putting money into some of the units. Hopefully we can continue to look at and replace the aging fleet of equipment we are using, although probably not at the pace of this first year but it is a nice head start. We have to have decent equipment to do the work of our department and this is a big first step.

Last year winter wasn't too bad for snow and ice removal, although we had some storm damage in the form of heavy rains. In February, we had several roads that developed slips. Our local Emergency Management Agency advised us that there could be some assistance available if there were enough damages in this part of the state. We immediately began assessing the damages all over the county. This had to be done quickly as the Federal Emergency Management Agency (FEMA) doesn't allow much time to get the information turned in. We put together all of the required information and began the painful process of trying to convince FEMA that our damages were eligible for assistance. We are, believe it or not, still in that process.

We do know that several of these projects have been approved for some Federal and State funding. We are just not sure of what kind or how much yet. We will continue to work with FEMA and try to get them everything they need to move these repair projects forward. The county needs these funds to make the permanent repairs possible.

The spring continued to be very wet and caused us to make continuous repairs to roadways into early summer. We had a lot of pothole repair and a lot of ditch and culvert cleaning to do. The rainy weather made it tough to get caught up enough to move on to major repair projects for the summer construction season.

Eventually we caught up enough that we felt like we needed to move on to one of our major summer projects: grader ditching on our paved highways. This involves one or two graders, a loader, a broom, and several trucks and flaggers. Actually, it takes most of our crew, with the exception of a few mower operators to complete the work. In addition, a backhoe is also sometimes used to ditch out wet spots and around culverts.

The following paved roads were grader ditched:

CR 164 Bob's Run Rd	2.66 miles x 2 (both sides) = 5.32 miles
CR 416 Peter's Creek Rd	1.97 miles x 2 = 3.94 miles
CR 413 Meadow Rd	.7 miles x 2 = 1.4 miles
CR 143 Shaw Rd	1.59 miles x 2 = 3.18 miles
CR 44 Holmes Rd	2.43 miles x 2 = 4.86 miles
CR 14 Patch Rd	1.06 miles x 2 = 2.12 miles
CR 346 High Hill Rd	6.03 miles x 2 = 12.06 miles
CR 34 Christian Hill Rd	1.09 miles x 2 = 2.18 miles
CR 51 Cooks Run Rd	1.02 miles x 2 = 2.04 miles
CR 35 Vocational Rd	1.5 miles x 2 = 3 miles
CR 540 Trail Run Rd	1.4 miles x 2 = 2.8 miles
CR 453 Robins Rd	3.44 miles x 2 = 6.88 miles
	Total miles: 49.78

County crews next moved on to grader patching the following asphalt roads:

CR 51 Cooks Run Rd	263.6 tons	\$16,870.40
CR 851 Freedom Rd	396.4 tons	\$25,369.60
CR 585 Broadhead Rd	68.53 tons	\$ 4,385.92
CR 84 Sugartree Rd	382.76 tons	\$24,496.64
CR Deck Rd	120.29 tons	\$ 7,698.56
CR 43 Ideal Rd	228.27 tons	\$14,609.28
CR 26 Crane Run Rd	156.5 tons	\$10,016.00

Total asphalt patch \$103,446.40

In addition, CR 95 Pennyroyal Rd was grader patched by county crews using 952.72 tons of asphalt, but the material was paid for by Ascent Resources and Eclipse Resources. That saved the county \$60,974.08.

The department contracted the following roads out for paving projects:

CR 33 Eighth St Rd from Cambridge to Kimbolton	10.31 miles
CR 57 Institute Rd from Old Glory Rd to State Route 285	3.0 miles
CR 455 Old Glory Rd from State Route 265 to State Route 285	1.81 miles
CR 164 Bob's Run Rd from US 22 to State Route 209	3.26 miles
Total Contracted Paving	18.38 miles

County crews installed numerous new culverts under both county and township roads in preparation for new pavement and where previous culverts had rusted out. The following is a list of the size and total length of culverts that were replaced:

12"	1489 feet	36"	224 feet
18"	1177 feet	48"	60 feet
24"	460 feet	60"	50 feet

Total pipe installed: 3,460 lineal feet.

Our office, overall, responded to 141 calls from the public concerning road problems, which we responded to in the appropriate manner. We try to give the public the attention it deserves for their concerns.

County crews mowed along all county roads at least two times. We are currently catching up on some mowing in the eastern end of the county as weather allows. We had a specialty contractor spray 368,892 lineal feet of guardrail to inhibit foliage growth.

Overall, we had a busy year in 2019 and accomplished most of our goals we set forth. As for the future goals, we want to make the best of the new fuel tax monies by finding a dust control program that we can sustain every year, equipment needed to do the work at hand, and improving our asphalt roads and bridges. It is a pretty big set of goals but that's what makes it interesting. We will work to do the best that we can with what we have to work with in 2020.

# 2019 Year End Bridge Maintenance Report

By Gary Glasgow

The Bridge Crew for 2019 consisted of myself (Bridge Foreman) and two Bridge workers. During the year, the Bridge Crew performed repairs to the following Bridges:

Jackson T349 (Richards Road) Bridge #3036022 ➤ Replaced 10 oak bridge planks.

Londonderry T8967 (Tobacco Road) Bridge #3034769 ➤ Replaced 8 oak bridge planks.

Monroe T583 (Ralston Road) Bridge #3034127 ➤ Replaced 10 oak bridge planks.

Washington T7869 (Conner Lane) Bridge #3034356 ➤ Replaced 12 oak bridge planks.

Richland T741 (Gildea Road) Bridge ➤ Replaced 28 oak bridge planks.

Millwood T95 (Wine Road) Bridge #3030733 ➤ Replaced 15 oak bridge planks.

Millwood T49 (Johnson Mill Road) ➤ Replaced 22 oak bridge planks.

Londonderry T9672 (Styx Hill Road) ➤ Replaced 19 oak bridge planks.

➤ Repaired tie downs.

Monroe T857 (Sumac Road) Bridge #3030180 ➤ Replaced 8 oak bridge planks.

➤ Repaired guard rail outriggers.

Cambridge T367 (Broom Road) Bridge #3030938 ➤ Replaced 3 outriggers.

➤ Replaced 2 sections of bridge rail

Spencer CR26 (Crane Run Road) Bridge #3035530

➤ Poured concrete caps on each abutment to prevent erosion.

➤ Poured concrete behind & under abutment wall to fill all voids.

➤ Cambridge Township CR633 (Eckelberry Road) Bridge #3032795

➤ Poured concrete abutment walls.

➤ Replaced with new bridge.

Cambridge Township- T3418 (Hollow Lane) Bridge #3035948

➤ Poured Concrete abutments & replaced with new bridge.

➤ Installed new wing walls at all four corners of bridge.

Westland CR140 (Fritter Road) Bridge #3031055

➤ Poured new concrete caps on abutment walls.

➤ Replaced with new bridge.

Richland T471 (Sparrow Road) Bridge #3032248

➤ Removed trees overhanging bridge.

➤ Poured concrete caps on abutment walls.

➤ Replaced with new bridge.

- All new structures were built with heavier beams than original, 2x6 treated deck, petro-tac applied & paved to seal with 3 inches of pavement
- The Bridge Crew performed guardrail repairs at 28 different locations and minor bridge repairs throughout the county.
- When needed the Bridge Crew assisted in tree removal, culvert repair & replacement, slip repairs, removal of beaver dams, drag patching, & snow/ice control.