



HOCKING COUNTY ENGINEER'S

2009 ANNUAL REPORT

WILLIAM R. SHAW, P.E., P.S.
HOCKING COUNTY ENGINEER

TO THE CITIZENS OF HOCKING COUNTY:

This annual report is prepared not only to report to the Hocking County Commissioners the status of our local roads and bridges as required by the Ohio Revised Code, but also to keep the public informed on how we use your limited tax dollars on road and bridge construction and maintenance.

With experience back to 1976, 2009 presented more financial challenges than any I can remember. Although we had fewer dollars in those early days to work with, we knew that going in. With the economic problems experienced by the county, state, and nation in 2009, dollars we were accustomed to receiving just never came. At the same time, the cost of road and bridge materials continued to increase.

Fortunately, very conservative budgeting with wise spending kept us in the black. I expect this downturn to remain for at least another year.

While the state experienced a salt shortage in 2009 tripling the price per ton if you could find any at all, we were fortunate to be able to purchase an ample supply early at the 2008 price. With no adequate storage facility, 3,000 tons had to be stored outside under tarps.

This salt shortage, whether true or fabricated, combined with major storms in January and February, convinced me to do what I've wanted to do since 1976, build an adequate salt storage facility.

Despite our revenue shortfalls, we were still able to pave 24.25 miles of our roadways with the help of Ohio Public Works grants, while replacing eight (8) major bridges.

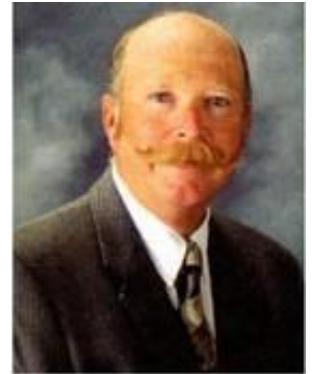
We were also able to continue a 20-year program of aid to our 11 townships and two villages, increasing our aid to \$149,500.

Although I've never ended a year satisfied that all goals were met, many improvements to our county road and bridge systems were made in 2009. I look forward to the challenges 2010 will bring.

I'd like to use this opportunity to thank all employees, all townships, village, and city officials and the county commissioners for their cooperation over the past year.

This department will continue to manage your tax dollars as efficiently as possible while constantly exploring better ways to do what we must to prepare Hocking County's road and bridge systems for future generations.

I sincerely hope that you won't hesitate to contact me with any questions regarding the information in this report or any of our operations in general. We're always interested in your thoughts, opinion, and ideas.



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COUNTY ENGINEER'S DEPARTMENT EMPLOYEES

The experience and dedication of our small staff has certainly made up for the lack of numbers. Our office currently has only 18 employees, including 2 office/technical, and 16 maintenance employees.

Additionally, Frank Nelson heads up the tax map office and Pat Jones works maintenance, both on a part time basis.

As revenues permit, a limited number of college students help us on a part-time basis during the summer months.

I am very proud of what our employees were able to accomplish in 2009.

Full time employees as of 12/31/09 were:

George Andrews	Cheryl Mervis
Doug Baldwin	Steve Mohler
Jeff Cottrill	Rich Nice
Mark Huffman	Donavon Oliver
Craig Hull	Maggi Berry Shaqra
Terry Johnson	David Sheets
Brian Jones	Jared Solt
Randy Keyes	Ken Vollmer
Jay Mahaffey	Steve Weis

TAX MAP AND DRAFTING DEPARTMENT

The Hocking County Auditor's Tax Map and Drafting Department is located on the second floor of the courthouse. This department updates our road maps, assigns house numbers, and checks surveys and deeds for accuracy.

Staffed by Frank Nelson of the Hocking County Engineer's Department with Wesley Barber and Charles Worthington of the Hocking County Auditor's Department, this office updates the county tax maps on a regular basis. Their quality and accuracy are ranked among the best in the state.

The public can obtain the following items from this office at the cost of reproduction: tax maps, county road maps, aerial photographs, topographical maps and house numbers.

Feel free to stop by at any time to see what information is available for your particular parcel.

A few statistics for **2009** from this office follows:

New House Numbers	161
New Parcels	91
Instruments of Conveyance	1,122
Surveys Checked	158
Revised Subdivisions	2

OUR OFFICE PUBLICATIONS:

Our office has many types of maps available on CD at no cost. Hard copies can also be obtained for as little as 25 cents.

We also offer our 2003 Hocking County Highway Map on CD for \$50.00. A signed usage waiver is required.

Tax maps are located on the website:
www.co.hocking.oh.us/Maps/CountyMaps

Other publications that our office provides for the public at no cost follows:

- Hocking County Highway Map - These maps show all public roads within the county as well as the city streets.
- Hocking County Township Trustees and Fiscal Officer's Directory
- Hocking County Driveway and Roadside Pipe Policy
- Split Requirements Contact Sheet
- Deed and Survey Requirements

OUR MISSION STATEMENT

The job of County Engineer encompasses a vast array of functions and responsibilities.

However, I believe that our primary mission is to do the most that we possibly can to improve our county road and bridge system, to construct and maintain a network of arterial highways into and through Hocking County, while also preserving the natural beauty Hocking County has to offer.

Although it is often overlooked as a major influence, I firmly believe that an excellent county road system can significantly contribute to the expanding economy of Hocking County.

I believe that the condition of our county's highways can and will have an impact on our ever growing tourism industry. Roads, which for years have been only farm-to-market or home-to-work routes, are now being traversed each year by thousands of tourists visiting the many shops and attractions our county offers.

This department and our employees are very dedicated to this goal, and I believe that the improvements made in past years and planned for the future are proof positive.

2009 REVENUE

Our revenue for 2009 was \$3,573,952.74 – over \$184,000 less than that received in 2008. Proceeds from the state gasoline tax and vehicle license fees make up the majority of the revenues for the operation of the Hocking County Engineer’s Office.

Our largest revenue source is the gasoline tax. Counties statewide receive approximately 4.4 cents of the state’s 28-cent tax, with all 88 counties receiving an equal share. This helps small counties such as ours. We received \$2,331,702.91 in gas tax revenues in 2009. This amount is over \$84,000 less than received in 2008.

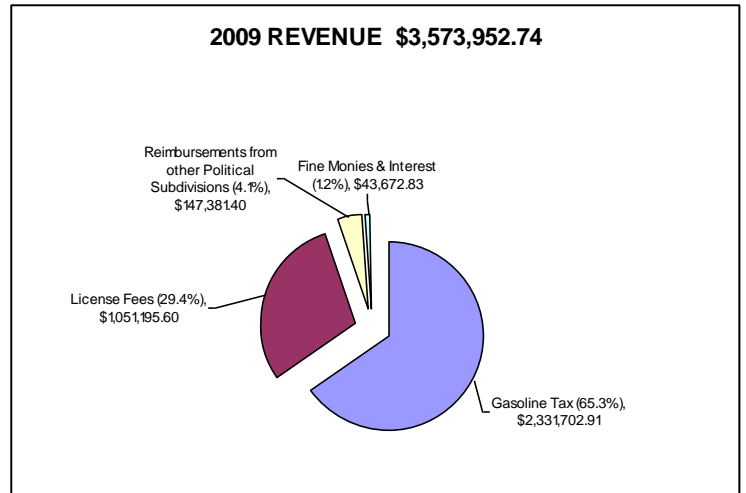
Our second major source of revenue is from vehicle license fees. Revenue is only received from those who register vehicles in Hocking County. Revenue received in 2009 from vehicle registrations was \$1,051,195.60 – over \$46,000 less than in 2008.

Reimbursements from other political subdivisions for services or materials received are included as revenue, which in 2009 amounted to \$147,381.40.

A certain amount of fine monies from the Hocking County Municipal and Juvenile Courts are received each year, amounting to \$38,511.82 in 2009, and interest received from cash on hand was \$5,161.01.

Not shown on either the revenue or expenditure pie charts are \$702,921 in grant and loan funds which were paid directly to contractors by state or federal agencies.

Contrary to popular belief, **NOT ONE PENNY OF ANY PROPERTY TAX OR SALES TAX YOU PAY GOES TO THE HOCKING COUNTY HIGHWAY DEPARTMENT TO BUILD AND MAINTAIN OUR COUNTY ROADS AND BRIDGES. I encourage you to review your property tax statement (lower left) to see where your property tax goes. You will not find the “County Highway Department” listed.**



2009 EXPENDITURES

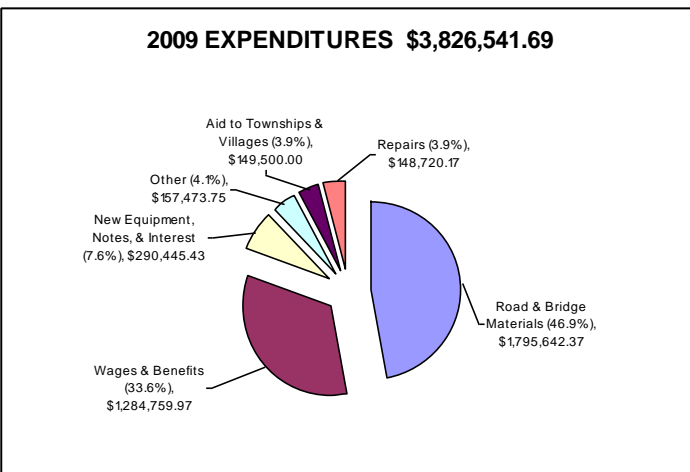
A breakdown of our total expenditures is shown on this chart. It is important to use as much of the budget as possible for road and bridge materials and contracts since these expenditures are for the material to actually build and maintain our roads and bridges.

Our 2009 expenditures continue to show a very good balance between labor costs and road and bridge materials purchased, with total labor and fringe benefits amounting to 33.6% of the total expenditures and 46.9% spent for road and bridge materials.

We continued our policy of donating \$149,500 to our eleven Boards of Township Trustees and Villages. This amounted to 3.9% of our total expenditures.

Major equipment purchased in 2009 included one new 2009 dump truck and a 2009 New Holland front end loader.

Major Road and Bridge materials purchased in 2009 were:



* 21,804 tons of asphalt by Contract	\$1,403,149
218 tons of asphalt	\$12,961
1,701 gals. of liquid asphalt	\$3,232
101 tons cold/winter patch mix	\$8,723
11,704 tons of stone	\$177,215
61,628 gals. of gasoline/fuel	\$128,854
** 2,985 tons of rock salt	\$121,339
** 5,346 tons of grit for ice/snow control	\$35,124
6,824 feet of culvert pipe	\$61,625
1,228 feet of culvert pipe installed by Contract	\$38,840
732 cu.yds. of concrete	\$59,181
185 new signs	\$3,960
2,267 gal. yellow & white road striping paint by Contract (85.97 miles)	\$25,319

* Includes grant funds paid directly to the contractor.

** Purchased during last winter season

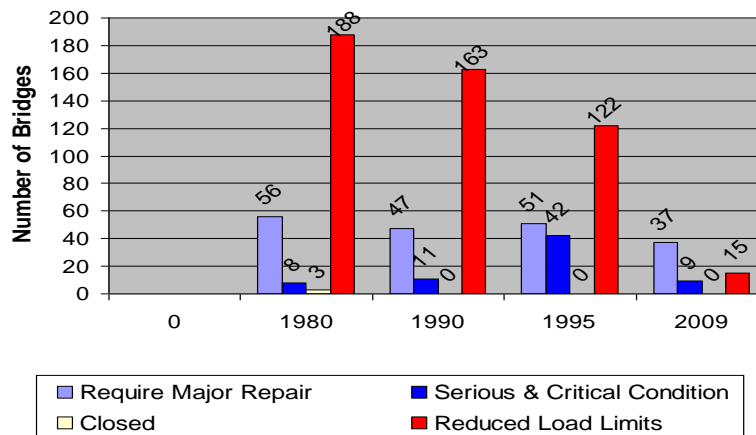
2009 BRIDGE PROJECTS

This department is responsible for 268 bridges on the County and Township highway systems. By using precast concrete units, our crews have been able to put a serious dent in the number of deficient bridges.

As can be seen on the table, in 1980, 188 bridges were posted with reduced load limits. Today there are only 15.

Eight major bridges were replaced by county crews in 2009, while several others were precast for erection in 2010.

Condition of Bridges



<u>ROAD</u>	<u>SIZE</u>	<u>COUNTY LABOR & EQUIPMENT</u>	<u>COUNTY MATERIAL</u>	<u>CONTRACT</u>	<u>TOTAL COST</u>
Big Pine Rd.	24'x30'	\$22,505	\$45,722	----	\$ 68,227
Bremen Rd.	24'x45'	\$19,994	\$26,168	\$44,624 *	\$ 90,786
Laurel Run Rd.	24'x41'	\$12,673	\$ 7,583	\$44,106 *	\$ 64,362
O'Neal Rd.	21'x25'	\$10,313	\$24,562	----	\$ 34,875
Essex Rd.	24'x25'	\$16,632	\$41,941	----	\$ 58,573
Dunlap Rd.	24'x20'	\$19,014	\$32,595	----	\$ 51,609
Shriner Street	24'x30'	\$19,155	\$45,828	----	\$ 64,983
Strous Lane	24'x25'	\$20,399	\$39,062	----	\$ 59,461

* Includes prestressed concrete beams placed on county built abutments by contract.

Our bridge crew also installed over 1,813 feet of various size polyethylene and concrete pipe.

You, the public, should be made aware that a move is underway by a statewide contractor's group to severely restrict the amount of bridge work county employees can do. I am a firm believer that our methods and abilities can continue to give Hocking County's tax payers the biggest bang for their buck, able to build twice as many short span structures doing them "in house" as compared to contracting the work. I plan to fight this effort to the max.

CR #11, Big Pine Road



CR #26, Laurel Run Road



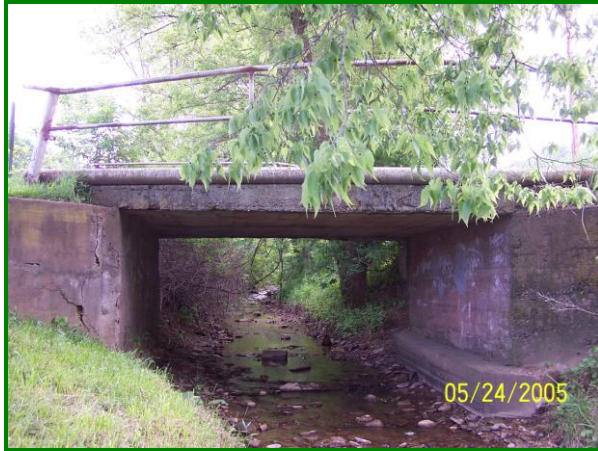
CR #15, Bremen Road



Shriner Street



Strous Lane



TR #314, O'Neal Road



TR #220, Dunlap Road



TR #198, Essex Road



STATUS OF ROADS

Now that virtually all of our **COUNTY** road pavements are paved with hot mix asphalt, we are constantly seeking new preventative maintenance measures to extend the life of these pavements.

A total of 28.41 miles were paved in 2009. Shelly & Sands of Zanesville, Ohio, was the low bidder for both paving Projects #1 and #2. Project #1 consisted of paving 13.64 miles of Big Pine Road at a cost of \$608,381. Project #2 was for 14.77 miles which included Harble Griffith Road, Saving Hollow Road, and a portion of Buena Vista Road for a total of \$663,106.

County crews stabilized base failures, blade patched, strip sealed, and made drainage improvements to roads prior to paving and placed new stone berms on 48.5 lane miles of newly paved roads.

28.68 miles of centerline and 57.29 miles of edgeline were painted by Oglesby Construction as part of a county-wide project at a cost of \$25,319.

The Hocking County Engineer's Office also again aided the City of Logan with bidding documents and grant applications as in previous years.

HOT MIX PAVING

<u>ROAD</u>	<u>MILES</u>	<u>COST</u>
CR #11, Big Pine	13.64	\$608,381*
	Local Share	(\$255,472)
	Grant	(\$352,909)
CR #35, Harble Griffith	6.50	\$320,792
CR #171, Saving Hollow	0.71	\$ 35,040
CR #34, Buena Vista, east	7.56	<u>\$373,105</u>
		\$728,937*
	Local Share	(\$378,925)
	Grant	(\$350,012)
Fairgrounds		\$ 65,831

* Includes \$702,921 in grant funds.



Crews from Shelly & Sands, Inc. of Zanesville, Ohio, paving CR #11, Big Pine Road



Crews from Oglesby Construction of Norwalk, Ohio striping county roads.



CR #11, Big Pine Road



CR #34, Buena Vista Road

Newly striped county roads



CR #35, Harble Griffith Road



CR #171, Saving Hollow Road

NEW SALT STORAGE FACILITY

The recent completion of a new salt and grit storage facility is proving to be a real asset to the County Engineer's ice and snow operations.

The new facility was constructed on approximately two acres at the northern end of the former General Clay property, next to the County Highway Department garage.

According to Shaw, the need for an adequate facility was apparent when he started with the county in 1976. An old timber shed could hold a maximum of 300 tons of road salt. Any salt/grit mix had to be stored outside.

Although a new facility was on our "wish list" since that time, the expense of it all kept it low priority. Further, the entire highway department yard was within the 100 year flood plain, not a suitable place to store salt.

The brickyard site allowed ample land immediately adjacent to the existing highway department yard, which was well above the 100 year flood plain.

The "great salt shortage" of 2008/2009 told me it was time to bite the bullet and invest in a storage facility. Although we were lucky to find a 3000 ton supply in late 2008 at a reasonable price, many counties in Ohio couldn't find any or at three times the price if they could buy any at all.

We were forced to store over 3000 tons outside under large tarps.

All different types of buildings were explored, from salt "domes" to pole barn types. However, the most cost effective type of building chosen for our size requirements was a "fabric covered" type. 10' concrete walls poured in place with a 24' high fabric covered roof structure was chosen for each structure.

Work began on our project in early July. County crews did all site work, including excavation, storm drainage, and grading.

We were fortunate to have an excellent general contractor to build the two 60' x 98.5' structures. Nelson and Justin DeLong, owners of DeLong Building Systems, Inc. of Laurelville, and their employees did an exceptional job.

Each building has a 3000 ton capacity. Pure salt is stored in one while a salt/grit mix is stored in the other. The 30' height from slab to roof allows semi trailers to dump inside the buildings with their beds fully raised.

The total contract cost for these two structures was \$257,028.

A second contract was awarded to Wolf Creek Contracting Co., LLC of Waterford, Ohio to pour a 21,000 square foot concrete slab between the new structures and California Avenue. Again, county crews prepared the area for the slab as well as the finish grading work, seeding and mulching. Total cost of this contract was \$85,827.

With an adequate storage facility, we can now purchase our salt a year in advance, saving dollars by buying when it is not in high demand. Although it has been a long time coming, this facility should adequately serve future county engineers and residents of the county for many years to come.

According to Shaw, this completes both projects he promised to complete when the opportunity to purchase the General Clay property arose.

The first was the realignment of California Avenue, eliminating the 90⁰ jog near the fairgrounds in 2008 at a cost of \$168,457. Many accidents have been prevented by this improvement particularly during the winter months.

The second, of course, was the salt storage facility, now one of the finest in southeast Ohio.

Projects of this size can't be done overnight as some believe, especially since no grant funds were available for either project. It takes a great deal of thought, design, and budgeting foresight before the first shovel of dirt can be turned.

Both projects are major improvements for the citizens of Logan and Hocking County!

