

Jackson County Engineer's 2020 Annual Report

In accordance with Section 5543.02 of the Ohio Revised Code, the County Engineer must provide an annual report to the Board of County Commissioners detailing the conditions of the county roads, bridges and culverts, along with an estimate of the funds necessary to maintain, repair, and construct such infrastructure. This annual report is a summary of everything we do here at the Jackson County Engineer's Office and the Jackson County Highway Department.

2020 Revenue:

Motor Vehicle Registration Fees	21.37%	\$ 1,192,691.78
Gasoline Tax	64.77%	\$ 3,614,207.56
Fines	0.67%	\$ 37,507.98
Miscellaneous (Scrap Metal, Interest on Road and Bridge Funds, ODNR, Buckeye Rural Electric, Health Insurance Incentive, CORSA, etc.)	0.34%	\$ 19,170.40
Reimbursements from grants (OPWC, FEMA, Sign Grant, Worker's Comp, COVID, Marathon Pipe Line, Columbia Gas Transmission, etc.)	12.85%	\$ 717,004.08
TOTAL*	100%	\$ 5,580,581.80

* Additional federal grant funding was paid directly to contractors for two bridge projects that have not been closed out yet (T-221-2.33 & C-29-8.73).

2020 Expenditures:

Payroll	30.0%	\$ 1,572,197.22
Fringe Benefits	11.6%	\$ 609,781.09
Overhead	4.1%	\$ 214,953.72
Debt on Loans	6.2%	\$ 322,889.42
Equipment, Parts & Repairs	10.1%	\$ 532,165.88
Fuel & Oil	1.8%	\$ 96,712.39
Road Materials	16.1%	\$ 842,550.72
Road Contracts	11.0%	\$ 578,598.95
Bridge Materials	7.2%	\$ 380,826.98
Bridge Contracts & Design	1.9%	\$ 97,611.43
TOTAL*	100%	\$ 5,248,287.80

Roads: By: Andy Dickens, Road Superintendent

Like in years past, 2020 also had challenges and left a mark of its own in Jackson County. During our snow and ice removal operations, crews worked 1081 combined total hours. We used 2730 tons of our 50/50 mix of salt and grit mix. We were able to add a trailer mounted asphalt hotbox reclaimer to aide in repairing pot holes last year. Since 2020 didn't have as much snow and the asphalt hotbox addition, we used 547 tons of cold and hot mix asphalts to repair holes in our county roads.

We were able to ditch / berm over 131 lane miles using the county road grader (Clary, Industry Drive, Keystone Furnace, Valley Chapel, Oakland, Rock Run, Bethel Ridge, Elam, Bronx Corner, Boy Scout, Big Rock, Petersburg, Antioch, Horton Sisters, Jackson Furnace, Hickory Grove, Tommy Been, Pattonville and Dixon Run Roads). We also grader patched 5.91 lane miles with hot mix asphalt (Bronx Corner, Elam, Jackson Furnace and Pyro roads). Our county crews were also able to pave over 40 lane miles using 6182 tons of hot mix asphalt with our paver (Hickory Grove, Cozy Glen, Tommy Been, Antioch, Horton Sisters, Dan T Davis, Clay Banner, Petersburg, Valley Chapel, Oakland and Rock Run Roads). The Department was also able to secure a grant and use a contract paving company to pave over 12 lane miles (Franklin Valley Rd). In total we were able to pave over 53 county road lane miles in 2020.

In 2020 we used our chip / seal program again to prolong the longevity of county roads using county crews and equipment. Our chip / seal program allowed us to cover almost 48 lane miles. We used 2132 tons of #9 stone and 59,429 gallons of oil emulsion during our chip / seal program (Cozy Glen, Hickory Grove, Tommy Been, Antioch, Clay Banner, Horton Sisters, Dan T Davis, Petersburg, Valley Chapel, Oakland and Rock Run Roads). These processes allowed us to repair or renew 107 of 588 lane miles of county roads in 2020.

Our county long reach boom mowers were able to mow brush back on over 138 county lane miles. We used contracted road side mowers again in 2020 and were able to complete 4 full rounds of road side mowing. We utilized an herbicide spraying contractor and sprayed 97,000' of county guard rails. Our county crews also sprayed 732 gallons of herbicide to maintain sign visibility. The sign program also installed or replaced 396 county road signs. Jackson County Highway crews also installed 2826' of plastic pipe to upgrade our culvert infrastructure. We were also able to re-implement a tree canopy program in 2020. The tree canopy program allowed us to reach over 36 county lane miles (Franklin Valley, Finley Chapel, Sour Run, Twin Bridge and Four Mile Roads).

In all 2020 was a challenge, but yet I'm extremely grateful and proud of our crews and staff. They stood up to the challenge at hand and rose above it. Their dedication has made Jackson County a better place. Thank you to all involved!

The Jackson County Engineer's Office is responsible as an agent of the Jackson County Commissioners for monitoring the use of and coordinating the various utilities within the rights-of-way of the Jackson County Road System. The use of a permit system allows the County Engineer's Office to control the location, depth, and proximity of various utilities to the roadway pavement and roadway structures. These utilities include water, electric, phone, cable, and gas. In 2020, the Engineer's Office issued 29 utility permits.

Ohio Revised Code 5543.16 explains a property owner's requirements for driveways. We developed a driveway permit in 2019 so we could bring more awareness to people that driveways are the property owner's responsibility. The permit has detailed guidance as to our requirements for installing and maintaining a proper driveway. 86 driveway permits were processed in 2020.

G.I.S./Tax Map Department:

The Engineer's Office is responsible for maintaining up to date information on all parcels of land within the County. Our office staff works very closely with the Auditor's Office and the Recorder's Office. In 2020 the office reviewed and approved the content and mathematical accuracy of 210 land surveys of individual properties in accordance with Chapter 4733 of the Ohio Administrative Code. The office staff also assists the public and other governmental agencies in utilizing the records that we keep on file. Addressing for the county is also done through the Engineer's Office. 69 addresses were assigned in 2020.

Bridges:

The Engineer's Office is also responsible for the maintenance and repair of 263 bridges on Jackson County Roads and Township Roads with a span length equal to ten feet and greater. All the bridges must be inspected annually and an inspection report must be submitted to the Ohio Department of Transportation (ODOT). Needed repairs and replacement projects are prioritized during these annual inspections. The condition of our bridges in 2020 was as follows with 9 being the best condition down to a 0.

9	Excellent	28
8	Very Good	44
7	Good	51
6	Satisfactory	42
5	Fair	52
4	Poor	37
3	Serious	9
2	Critical	0
1	Imminent Failure	0
0	Failed	0

Ohio law requires the County Engineer to first perform a force account estimate on any bridge work to be performed. If the cost of the work on a bridge will exceed \$100,000, then the project must be bid out to a contractor. If the cost is estimated to be less than \$100,000, then the county crews can do the work themselves.

We had a bridge on Antioch Road (C-12-4.20) that failed in May of 2019, which was closed all year because I had no funding to replace it! We had FIVE additional bridges that failed and needed emergency closures. Luckily, we were able to replace four of those bridges by force account out of our local budget: T-116-1.08 (Flatwoods Road), C-16-2.21 (Dan T. Davis Road), T-193-0.85 (Adelphia State Road), and T-203-0.52 (Jackman Road). One of these bridges remains closed and I have no funding to replace it right at this moment. It is on Monroe Hollow Road (C-17-0.06).

We were able to replace one bridge on Thurman Road (C-62-0.01) with Ohio Public Works grant and loan funding. FEMA partially funded a bridge on Herman Swaney Road (T-67-0.22) and we replaced a bridge on Raysville Road (C-29-7.01) out of the local budget. This one was planned!

Federal grant funding was used to replace a bridge on Roberts Road (T-221-2.33) and Raysville Road (C-29-8.73). Both of these bridges were contracted out.

Only being able to replace six to nine bridges on average a year is not enough to keep up with our failing infrastructure. We are using every possible means to stretch our valuable dollars but we are now simply having roads closed for extended periods of time due to lack of funding. In 2021, the Ohio Public Works Commission (OPWC) grant and loan money will pay for the replacement or removal of seven bridges: Cherry Fork Road (C-6-1.81), Antioch Road (C-12-4.20), Camba Road (C-15-1.91), Glade Run Road (C-57-0.26), Hardscrapple Road (T-190-1.66), Fridenmaker Road (T-372-1.10), and Second Street in Byer (T-1008-0.14). The CDBG grant will pay for two bridge replacements: one on No. 12 Hollow Road (T-180-0.05) and the other on Limerick Road (C-25-3.00). FEMA will be paying to replace two bridges: one on Glade Run Road (C-57-1.21) and the other on Big Run Road (T-230-1.39)

C-29-8.73



C-62-0.01



T-221-2.33



Equipment:

In 2020 we were able to purchase a second road broom to assist our road crews in sweeping debris from the roadways and prepping roads for repair and maintenance. We also purchased three new Western Star single-axle dump trucks to continue to upgrade our aging fleet and save on fleet repairs. We purchased one new Ford F-150 pickup to update our flagging trucks. We also added a new woods blade to our John Deere brush tractor to assist with debris removal while doing brush work. While looking at ways to assist sign and bridge departments, we purchased a Ford F-450 utility truck for our sign crew and a Ford F-550 utility truck for our bridge crew. With these larger trucks this will allow our crews to carry the equipment and tools they need to perform their jobs more efficiently. We also purchased a new T40TA tilt trailer to assist in moving equipment to the job site in a safer environment. In the last part of 2020, we took possession of a new Roscoe oil distributor replacing our 1985 Etnyre distributor. This new equipment will allow a much more efficient and safer work environment for our crews and update our paving equipment.

I truly believe each and every one of my employees is a good steward of the public tax dollars we receive, and we strive to manage our funding as efficiently as possible while constantly exploring new and better ways of doing more with less. A huge THANK YOU goes to all of my employees for all of their long hours and hard work. We are all doing the best we can to maintain our roads and bridges with very limited funding.

Respectfully,

Melissa Miller, P.E., P.S.
Jackson County Engineer