



2024 ANNUAL REPORT

Coshocton County Engineer
Frederick T. Wachtel, P.E., P.S.

CONDITION OF ROADS, BRIDGES, AND CULVERTS

INSIDE THIS ISSUE

- Personnel Matters 2
- Other Things We Do..... 2
- Access Management..... 3
- Fleet Management 3
- Coshocton County Regional Planning 3
- Major Road Improvements 4
- Drainage Improvements & Culvert Installations 5
- Winter Snow Patrol 5
- Road Maintenance 5
- Safety Issues 5
- Floodplain Administration 5
- Creation of New Bridge and Pavement Preservation Prog. 6
- Current Condition Rating of Our 350 Miles of Road..... 7
- Amish Steering Committee ... 7
- Bridge Construction..... 8
- Pending Road Projects..... 9
- Pending Bridge Projects..... 9
- Tax Map/GIS 10

From Fred's Desk...

We are filing this report to highlight the Coshocton County Engineer's Office 2024 activities and to lay out our tentative plans for the 2025. It has been an honor to serve as Coshocton County Engineer for the past 32 years.

As always, if you have questions with regard to the various activities of the County Engineer's Office, please feel free to contact us at 740-622-2135 or via email at fredwachtel@coshoctoncounty.net. For current information with regard to the County Engineer's Office, please visit our website at www.coshoctoncounty.net.

Community visitors enjoyed



Submitted

Second-graders at River View Elementary School are receiving monthly visitors from the community who connect to their science or social studies standards. The community visitors present about their position or career and their experiences and teach the student body more about the world outside the school. Fred Wachtel, Coshocton County engineer, was a recent visitor. He taught students about the importance of using maps, map making and how these things have changed over the years. He then gave each student their own copy of a Coshocton County map.

Article from the Coshocton County Beacon.

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PERSONNEL MATTERS

Personnel matters were plentiful in 2024.

We negotiated a new three-year Collective Bargaining Agreement with AFSCME Local 343. As is always the case in these matters, neither side got all that they wanted nor was either side totally shut out.

A number of employees resigned to pursue other interests. Leaving in 2024 were: HMW Benny Patterson – retired; HMW Craig Hunter – resigned to join the City of Coshocton Fire Department; Head Mechanic Cody Westhoefer – resigned to be self-employed; Head Mechanic Dave Markley – resigned to be self-employed; and, HMW Brian Albertson – resigned to return to private sector employment. We wish all five of these gentlemen happiness and success in their new roles.

The Class of 2024 joining the County Engineer's Office included: Chrispen Schlegel, P.E., S.I. – Assistant County Engineer; Marcus Wells – Mechanic; Mike Kohman – Superintendent; and four HMW's (in alphabetical order) – D. J. Dobson, Nathan Haines, Allen Hixon, and Raymond Hixon. We are pleased to be incorporating these 7 new folks into our team to serve the citizens of Coshocton County.

OTHER THINGS WE DO

- ◆ The Coshocton County Engineer's Office provides engineering design for some of the County Commissioners projects. Deputy County Engineer Josh Kempf has worked with the Board, the Coshocton Port Authority, and the City of Coshocton to develop conceptual plans for the application submitted for the Governor's Appalachian Community Grant application. The project was selected for funding, which includes the first roundabout to be built in Coshocton County. Josh is providing the design plans for this project.
- ◆ Assistant County Engineer Chrispen Schlegel is providing the design for the Commissioner's project that will replace the sidewalks on the Courthouse grounds.
- ◆ Josh and Chrispen have completed the mandated load ratings for almost all of our bridges that we are required to analyze.
- ◆ Fred serves as the Executive Director of the Coshocton County Regional Planning Commission
- ◆ Fred serves as the Chair of Coshocton County Transportation Improvement District.
- ◆ Fred is the Floodplain Administrator for the Coshocton County Commissioners, the City of Coshocton, and the Village of Warsaw.
- ◆ Fred serves as the Sanitary Engineer for the County Commissioners.

ACCESS MANAGEMENT AND RIGHT-OF-WAY PERMITS

The County Engineer's Office manages the Access Management Program on all county and township roads, right-of-way permits on all county roads, and provides right-of-way permitting for several townships. A total of 164 access permits were processed. There were 8 minimum volume, 62 temporary, 74 residential, 20 low volume commercial drives, and 9 penalties for drives built without a permit.

Right-of-way permits issued totaled 216. AEP Transmission is doing several transmission line upgrades and Spectrum is extending their service into areas not currently served by broadband.

We reviewed 145 property split applications to ensure that safe, constructible access drives can be sited on each proposed lot.

We processed 112 address requests in 2024. Each address request requires a field visit to verify that the property has an approved access point. If there is not an approved access point there, a permit for a drive will need to be acquired before we issue a new address.

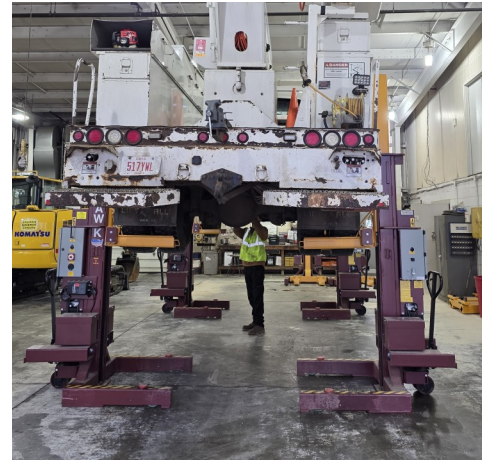
FLEET MANAGEMENT

We continue to evaluate our fleet to try and position our operation with the right combination of vehicles and construction equipment so that we can effectively provide service to our constituents. In our ongoing effort to maintain a serviceable fleet, the following lists are our major equipment purchases and deletions:



Additions:

- ◆ TopCon HiPer VR GPS Receivers - \$26,427
- ◆ Henderson Products - upfit Western Star cab and chassis purchased in 2023 - \$140,391
- ◆ FECON Mulching Head to mount on existing MF tractor - \$23,800
- ◆ 6- Portable Truck Lifts, partially funded by a BWC grant - \$106,733



- ◆ 1 - 2024

GMC Sierra pick-up truck - \$51,400

- ◆ 1/3 interest in a used Jarraff All Terrain Tree Trimmer - \$36,666 - co-owned with Tuscarawas County Engineer and Carroll County Engineer

Deletions:

- ◆ 2002 Case 580 tractor loader backhoe-Gov.Deals - \$24,200

COSHOCTON COUNTY REGIONAL PLANNING COMMISSION

The County Engineer’s Office continues to be contracted to serve as the Director for the Coshocton County Regional Planning Commission. We spend a lot of time answering questions from property owners, realtors, developers, and surveyors with regard to splitting property. All fees are processed through our office and any necessary field reviews or inspections are performed by County Engineer’s Office personnel. The contract agreement has the County Commissioners paying the Engineer’s Office \$1,000 per month. The County Engineer’s Office and the County Health District each receive \$50 of the CCRPC split fees for every new property shape created.

Applications and parcels created were:

YEAR	Applications	Parcels Created	Private Road Subdivisions
2024	140	382	12
2023	150	370	7
2022	120	280	10
2021	150	370	10

MAJOR ROAD IMPROVEMENTS

Our 2024 resurfacing program consisted of a combination of MVG funding, and Ohio Public Works Commission (OPWC) grant. In addition, a major economic development Public / Private Partnership project which included funding from the Governor's Office of Appalachia and an ODOT Jobs and Commerce Transportation Improvement District Grant and significant funding from the local Amish business community was completed. More on that project later.

County Engineer's personnel administered all aspects of the OPWC Round 38 resurfacing projects, including design, cost estimates, bid and contract preparation, as well as construction inspection. Entities that were participants in these projects included the Coshocton County Engineer; the City of Coshocton; the Village of West Lafayette; the Townships of Jackson, Perry, Virginia, and Washington. By collaborating and sharing services with various other governmental entities we are able to provide a better, more economical project for all involved.



County roads resurfaced in 2024 were:

- CR 3, Full Depth Reclamation (FDR) and Chip Seal, CR 383 to the Muskingum County Line, 5.66 miles, Pike Township, \$255,646 (MVG)
- CR 22, Hot Mix Asphalt, Warsaw Corporation Limit to TR 341 3.67 miles, Jefferson Township, \$571,401, \$285,700 (MVG), \$285,701(OPWC)
- CR 23, Single Seal, TR 55 to CR 17, 3.34 miles, Jackson Township, \$66,470 (MVG)
- CR 75, FDR and Single Seal, CR 294 to CR 6 2.53 miles, Virginia Township, \$111,986 (MVG)
- CR 149, Single Seal, CR 410 to SR 93, 0.54 miles, Linton Township, \$10,720 (MVG)
- CR 294, Single Seal, SR 16 to CR 75, 0.82 miles, Virginia Township, \$17,157 (MVG)
- CR 298, FDR and Chip Seal, CR 6 to CR 297, 0.91 miles, Virginia Township, \$45,580 (MVG)
- CR 410, Single Seal, CR 149 to gravel CR 410, 1.45 miles, Linton Township, \$29,103 (MVG)

In addition to the work noted above, CR 126 was totally re-constructed as another Public/ Private Partnership with our Amish business and residential partners in the northeastern part of county. With the help of the Coshocton Port Authority, the Ohio Mid-East Government Association Development District (OMEGA) and the Coshocton County Transportation Improvement District (CCTID), we were able to put together a funding package consisting of \$500,000 through ODOT Jobs and Commerce, \$250,000 from the Governor's Office of Appalachia, and over \$200,000 donated through the Northeast Coshocton County Infrastructure Coalition (NECCIC) toward the local match. The County Engineer's personnel and community members replaced culverts, cut trees, re-established ditches and otherwise prepared the road for the contractor, Melway Paving, to re-construct the road. The final bill from Melway Paving was \$919, 812 to provide a new road base and asphalt buildup covering the entire length of CR 126, 4.00 miles, from CR 12 to the Holmes County Line, in Mill Creek Township.

Total Resurfacing Expenditure 2024 - \$2,027,875.00

OPWC Grant (CR 22) - \$285,700

ODOT Jobs & Commerce - \$500,000

Governor's Office of Appalachia - \$195,000

North East Coshocton County Infrastructure Coalition - \$224,812

Total County MVG Expenditure - \$822,363

DRAINAGE IMPROVEMENTS & CULVERT REPLACEMENTS

County crews completed 55 different installations on our County road system in 2024 at a total cost of \$186,791. These installations ranged in size from 15" up to 48" diameter plastic pipe. The total lineal feet of pipe installed 2494 feet. The installations were in 5 different townships with the most installations, 29, being in Mill Creek Township, followed closely by Jefferson Township with 21. Most of the installations were done in preparation for paving work done later in the year.



WINTER 2023-2024 SNOW PATROL

Statistics for road treatment for the winter of 2023-2024: We responded to 11 events; We worked 504.75 hours of regular time and 465 hours of overtime; We drove 13,459 miles; We used 533 tons of salt, 228 tons of salt/grit mix, and 27 tons of #8 gravel for a total material cost of \$41,413. The total cost to Coshocton County for last winter's snow patrol was just over \$121,705. For comparison, the winter of 22-23 cost just over \$108,813.

ROAD MAINTENANCE



In 2024 we scheduled to repair roads and responded to travelers calling in about potholes with cold patch and hotmix. We worked 350 hours total over the year placing cold patch for a cost of \$90,782.20 material and \$11,209.82 labor. We also repaired with our durapatch hot mix for a cost of \$34,439.80 material and \$13,798.83 labor.

We also prioritized removing trees that are close to the road, dead, or leaning before they become a hazard. Most of our tree removal requests come during or after storms. In 2024, the total

cost of tree removal amounted to \$248,736.23.



SAFETY ISSUES

In 2024 we had only one reportable injury, and it was a medical only claim. We expanded our safety training program to include: Proper use and cleanliness of equipment; Trench safety; Review of PPE; BWC Tree workers safety class; BWC Safety talk class; Review of foot protection; National Safety Council flagger certification; CPR / first aid training; BWC OSHA 10 safety training class; and, a variety of "tailgate talks" when needed.

FLOODPLAIN ADMINISTRATION

The County Engineer's Office serves as the Floodplain Administrator for the Coshocton County Commissioners, the City of Coshocton, and the Village of Warsaw.

Floodplain permits issued in 2024 included 11 blanket utility permits and 12 project specific permits.

CREATION OF NEW BRIDGE AND PAVEMENT PRESERVATION PROGRAM

After 30 years of trying we were finally able to roll out our Weights and Scales program in 2024. Deputy Chris Johnson was selected by former Sheriff Jim Crawford to serve as the Commercial Motor Vehicle Officer in Coshocton County. Although Chris is an employee of the Sheriff's Office, he is assigned to the County Engineer's Office to run the program. The Sheriff's Office bills the Engineer quarterly based upon his hours worked times his hourly rate, including fringe benefits. Chris's office is located in our building. We also use him for traffic control occasionally and invite him along sometimes when we know the neighbors may not be happy with what we are doing on their road. It is amazing how much less bold they are when a deputy with a badge and gun is on the scene.

The Coshocton County Farm Bureau has been very supportive of our efforts to educate their members and others about the program. We had a 'soft' rollout of the program January through April 12. Chris spent a lot of time helping drivers and companies understand the program and how the weight limits apply to their particular vehicle. Proper loading techniques were also shared. Although we began enforcing the laws then we only issued warnings for overweight vehicles. During that time 83,675 lbs. of overweight were weighed from 10 stops. April 15 to December 31, Chris weighed 763,000 lbs. of overloads which resulted in fines of \$28,000.



Chris's approach to enforcement of this program has been well received by most of his "clients." He takes the time to explain the rules and the process he uses to weigh the truck. He lets the driver observe the scales at each wheel so they can see for themselves the weight at each location. This helps the driver better understand how they can load their trucks to be legal.



The Importance of Commercial Motor Vehicle Officers

- **Preventing Overloaded Vehicles** - CMV officers enforce weight limits to prevent overloaded trucks, which can lead to brake failure, tire blowouts, and accidents.
- **Ensuring Proper Maintenance** - Regular inspections ensure that trucks meet safety standards, reducing the risk of mechanical failures.
- **Reducing Fatigued Driving** - Officers enforce hours-of-service regulations to prevent truck drivers from driving while overly tired, a major cause of accidents.
- **Checking Licensing and Compliance** - Officers verify that drivers have valid commercial driver's licenses (CDLs) and necessary endorsements.
- **Preventing Road Damage** - Overweight trucks cause significant damage to roads and bridges. Enforcing weight limits reduces maintenance costs.
- **Ensuring Proper Load Securement** - Poorly secured cargo can fall onto roads, creating hazards for other drivers. Officers ensure loads are properly secured.
- **Identifying Stolen Vehicles or Cargo** - CMV officers help detect stolen trucks, cargo theft, and fraudulent documents.
- **Preventing Drug and Human Trafficking** - Officers play a role in stopping illegal activities involving commercial vehicles, such as drug smuggling and human trafficking.
- **Reducing Costs for Companies and Taxpayers** - Preventing accidents and road damage lowers expenses for both businesses and government road maintenance.

CMV officers play an essential role in ensuring the safety, efficiency, and integrity of commercial transportation. Their efforts help keep roads safe, businesses running smoothly, and communities protected. Recognizing and supporting their work is vital for a well-functioning transportation system.

CURRENT CONDITION RATINGS OF OUR 350 MILES OF ROAD:



	Excellent	Good	Fair	Poor	Critical
'24	35	224	64	22	0
'23	34	238	58	18	0
'22	37	243	56	14	0
'21	39	244	54	13	0
'20	41	232	64	13	0
'19	30	231	75	14	0
'18	23	228	86	13	0
'17	36	216	82	16	0
'16	47	202	92	10	0
'15	37	185	106	24	0
'14	31	206	89	24	0
'13	39	215	80	18	0
'12	58	175	93	26	0
'11	56	172	88	36	0
'10	51	167	99	35	0

AMISH STEERING COMMITTEE

The following table shows the amount contributed and the amount of expenditures the County Engineer has spent on contract repairs on roads frequently used by animal drawn vehicles:

Our relationship with the Northeast Coshocton County Infrastructure Connection (NECCIC) to discuss the state of businesses and infrastructure in the northeastern part of our county remains productive. The committee consists of a combination of business owners, both Amish and “English,” and local government officials. Needs, wants, and how to pay for improvements are all on the table.

The 300-foot extension of the CR 12 Buggy Lane was completed in 2024. This project was funded through the ODOT Highway Safety Improvement Program (HSIP). The cost of the project was \$192,000. Now non-traditional transportation users can safely travel up the hill from SR 643 to the Holmes County Line in their own lane.

YEAR	CONTRIBUTION	CONTRACT EXPENDITURE
2015	\$9,586	\$791,195
2016	\$23,204	\$628,724
2017	\$23,204	\$242,188
2018	\$26,454	\$0
2019	\$28,185	\$104,821
2020	\$27,677	\$186,775
2021	\$30,201	\$380,166
2022	*\$64,310	\$461,062
2023	\$48,044	\$486,920
2024	\$50,643	\$1,111,812
10 Year Totals	\$98,687	\$3,393,663

* The 2022 contribution was actually two payments because Amish Steering Committee changed to a fall distribution.

BRIDGE CONSTRUCTION

In 2024, we were able to replace 5 bridges utilizing grants and local funds. These projects were: County Road 49, Bridge 3 – a 24’ pre-stress concrete box beam bridge contracted with McConnell Contracting at a cost of \$124,550; Bethlehem Township Road 28, Bridge 4, – a four-sided concrete box culvert, contracted with McConnell Contracting at a cost of \$244,600; White Eyes Twp. Road 173, Bridge 1 – a 76’ pre-stress concrete box beam bridge contracted with McConnell Contracting at a cost of \$369,600, OPWC reimbursement of \$54,511.78; Millcreek Township Road 189, Bridge 5, – a four-sided concrete box culvert, contracted with McConnell Contracting at a cost of \$239,575.50, CDBG reimbursement of \$100,000; Tuscarawas Township Road 484, Bridge 1, – a four-sided concrete box culvert, contracted with McConnell Contracting at a cost of \$95,672.

In addition, major repairs were made to one other bridge: County Road 106, Bridge 2, – Stringer replacement, floor beam rehab and complete deck replacement at a cost of \$375,850, OPWC Emergency fund reimbursement of \$283,500.



Total Bridge Replacement/Rehab Expenditure - \$1,449,847.50
 OPWC Grants and CDBG Grant (TR 176, TR 189, CR 106) - \$438,011.78
 Total County MVG Expenditure - \$1,011,835.72

Based upon ODOT’s sufficiency ratings, the breakdown at year’s end is as follows:

	'24	'23	'22	'21	'20	'19	'18	'17	'16	'15	'14	'13	'12	'11	'10	'09	'08
Bridges	267	268	268	269	269	270	270	270	267	271	273	276	277	284	288	288	289
Excellent	104	102	96	100	106	102	102	106	125	124	123	108	105	103	98	95	91
Good	138	139	142	142	135	132	140	137	118	122	116	95	90	91	91	91	93
Fair	19	20	20	16	17	19	19	17	20	18	24	59	49	52	65	69	73
Poor	5	5	9	9	9	15	8	9	4	7	10	14	29	38	34	33	32
Critical	1	2	1	2	2	2	1	1	0	0	0	0	0	0	0	0	0
% Posted	4.9	5.2	5.6	7.4	7.4	10.0	9.3	10.0	11.2	14.0	13.5	16.3	17.0	20.1	22.2	21.1	22.4

The General Appraisal Summary of our bridges is as follows:

	GA9	GA8	GA7	GA6	GA5	GA4	GA3	GA2
'24	13	18	84	91	38	15	7	1
'23	12	18	83	89	39	18	6	2
'22	7	20	81	86	46	21	7	0
'21	5	19	81	84	47	28	5	0
'20	7	23	77	94	45	21	2	0
'19	7	30	69	88	47	24	4	1
'18	11	30	66	89	49	20	5	0
'17	13	30	64	91	46	19	7	0
'16	9	31	69	82	48	23	5	0
'15	9	27	94	56	57	22	7	0
'14	7	25	95	62	56	20	8	0

PENDING ROAD PROJECTS

Our 2025 resurfacing program will be funded through a combination of County Engineer's Office funds, a pending OPWC grant, and a "Local -Let" County Surface Transportation Program (CSTP) grant funded through ODOT. No general fund monies are allocated to the County Engineer's Office. The planned projects, providing funding is available, include:

- CR 16, Asphalt, Coshocton Corp Limit to West Lafayette Corp Limit, 4.93 miles, Tuscarawas & Lafayette Townships, \$1,549,268 (CSTP grant)
- CR 22, Asphalt, TR 341 to CR 33, 2.60 miles, Monroe Township, \$212,210
- CR 621, Asphalt, US 36 to US 36, 1.85 miles, Tuscarawas Township, \$660,207
- CR 10, Asphalt, CR 425 to US 36, Keene & White Eyes Townships, 3.00 miles, \$465,668
- CR 367, Single Seal, SR 541 to SR 229, 2.87 miles, Perry & Newcastle Townships, \$79,269
- CR 97, Single Seal, County Line to CR 2, 0.98 miles, Adams Township, \$28,278
- CR 126, Single Seal, CR 12 to County Line, 4.00 miles, Millcreek Township, \$115,772 (grant)
- CR 12, Single Seal with Horse Hoof Trough Repairs TR 212 to HOL CR 600, 6.45 miles, Millcreek & Crawford Townships, \$289,712
- CR 10, Single Seal with Horse Hoof Trough Repairs, CR 171 to SR 651, 6.45 miles, White Eyes & Crawford Townships, \$268,919

Total Estimated Resurfacing Expenditure - \$3,669,303

Pending OPWC Grant - \$338,939

CSTP grant - \$1,440,240

GOA and TID Funds - \$115,772

Total Estimated MVG Expenditure - \$1,774,352

PENDING BRIDGE PROJECTS

Bridge projects planned for construction in 2025, provided funds are available, include:

- Township Road 459, Bridge 1, in Adams Township (box culvert)
- Township Road 247, Bridge 1, in Adams Township (box culvert)
- County Road 286, Bridge 1, in Franklin Township (box culvert)
- County Road 367, Bridge 2, in Newcastle Township (box culvert)
- Township Road 504, Bridge 1, in Jackson Township (steel beam)
- Township Road 170, Bridge 1, in White Eyes Township (box beam)
- County Road 365, Bridge 1, Tiverton Township
- Township Road 252, Bridge 1, Adams Township

In addition, our crews will be performing various maintenance activities on our inventory of 267 bridges. This includes re-decking, channel work, signage, waterproofing, and any emergency work as needed. We will also be looking for more potential bridge to culvert conversions.

We were granted LBR funding to replace the CR 365 bridge over the Mohican River in Cavallo (Tiverton Twp.). This is scheduled for construction in Fiscal Year 2026. This bridge will be a 219' single span box truss.

Additionally, we were granted Federal Bridge Formula Program (BFP) funding to replace TR 252, Bridge 1 in Adams Twp. This is also scheduled for construction in April 2025.



GIS / TAX MAP

Assistant County Engineer Chrispen Schlegel and GIS Technician Jimmie McMillan re-worked our public facing GIS Data Viewer so that we can more easily update and change our display layers without having to create complicated computer scripts. This allows us to be self-sufficient, not needing to pay consultants update our system. Check it out at www.coshoctoncounty.net and click the Data Viewer icon. In addition to property mapping, you can link to the boundary survey associated with the selected parcel, link to County Auditor’s Data, and if you on toggle the bridge layer you can link to the BR 100 for that bridge which shows you the load rating for the structure.

Our GIS / Tax Map Office is staffed by two people, Jona Lee Mikesell, who handles our survey and deed reviews and Jimmie, who handles our mapping and GIS system. I provide professional support and guidance to help these two serve our community’s land records and mapping needs.

Deed and survey review for the last seven years were:

Year	Documents of Transfer	Surveys	Platted Subdivisions	Description Checks
2024	1352	191	14	38
2023	1434	207	9	26
2022	1516	194	14	65
2021	1687	193	12	58
2020	1387	197	12	68
2019	1581	219	8	89
2018	1259	168	10	128

GIS parcel maintenance activities were:

Year	Parcels Transferred	Parcels Split	Parcels Combined	Parcels Resurveyed	CAUV Calculations
2024	1319	216	38	126	0
2023	2626	169	59	102	0
2022	2451	153	57	52	0
2021	2673	140	82	56	286
2020	2359	139	81	55	338
2019	2084	179	102	96	247
2018	1964	102	53	55	

Addressed assigned in the unincorporated portion of Coshocton County in partnership with our access management program were:

YEAR	Number of Addresses
2024	124
2023	139
2022	113
2021	92

WE'RE ON THE WEB!

www.coshoctoncounty.net