

### A Tribute to Wayne C. Gerdeman, P.E., P.S.

Allen County Engineer from 2001 to 2005



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In August of this year Wayne C. Gerdeman, Allen County Engineer, passed away after an extended illness. He had worked at the Allen County Engineer's office for 37 years including being County Engineer from 2001 through 2005. Wayne was hired by Allen County in 1967, had served as County Bridge Engineer from January 1974 through 1999, and had served as Chief Deputy Engineer from April, 1977 through 1999. During his 37 years at Allen County, Wayne had supervised the replacement of 252 bridges in Allen County, which is 59% of all bridges maintained by Allen County. He had personally designed 109 bridges, which is 44% of all bridges designed by Allen County since 1968. The 109 bridges personally designed by Wayne represent one of every four bridges existing in Allen County today. Major bridge projects designed by Wayne are the Metcalf Street bridge replacement over the Ottawa River and the Collett Street bridge replacement over the Ottawa River. In the field of Civil Engineering which now uses computers to design and draw plans, Wayne had hand drawn over 1500 detailed drawings for bridge and road projects in the performance of his duties in the last 37 years.

Wayne had also designed and supervised construction of the following road improvements: McCullough Street Extension, Sugar Street Improvement, American Avenue-Phase II, Cole Street & SR 115 Improvement, Eastown Road Improvement at Meijer, Collett Street Improvement, and Berryhill Road Improvement.



During Wayne's 5 year tenure as Allen County Engineer he was responsible for reducing the number of bridges posted with weight limits or closed from 39 bridges in 2001 to 14 bridges in 2005, a 64% reduction. As Allen County Engineer, Wayne obtained over \$21 million of federal and state funds for bridges and roads programmed for construction from 2001 through 2009.

Wayne Gerdeman has made his mark on Allen County and will be remembered for his great contributions to keeping our county and township roads open and safe for the citizens of Allen County. He will be greatly missed by those who worked with him.

Timothy J. Piper  
Allen County Engineer

# 2004 COUNTY ROADS

The Allen County Engineer's Office revised permit applications January 1, 2004. This office requires a permit for all work done within the county's road right-of-way. Permits are required for installation of a driveway; utility work consisting of road cuts, bore pits and trenching within the right-of-way; tapping into roadside drainage tiles; and hauling overweight items.

Permit applications include a nominal fee and a performance bond to ensure proper procedures are followed. Fees will be assessed for working without a permit. Applications can be obtained at the Allen County Engineer's Office. Application will require approximately 5 minutes to fill out and will be valid for 90 days. Permit applications must be received 2 days prior to construction.

	FEE	PERFORMANCE BOND
DRIVEWAY PERMIT	\$100	\$900
MOVING PERMIT	(see pricing table)	
<b>Construction within road right-of-way permit—private</b>		
FEE	MAINTENANCE FEE	PERFORMANCE BOND
\$100	\$100	\$800

In 2004, over \$1.1 million dollars was spent for county, township & village road work. Our county road crews and our paving contractor were very busy paving 63 miles of county, township and village roads and sealing 43 miles of roads; sealing is another name for tar & chip application to the surface of the roadway. Seal acts as a water sealant to keep pavement from absorbing water. Seal does little to improve the strength of pavement.

In addition, sewer & waterline projects on county roads were inspected. With 4 subdivisions completed in 2004, 11 new subdivisions are being planned for 2005, our staff will be very busy reviewing plans, going to construction meetings, proof rolls, approving estimates and finalizing plats.

The traffic department striped 298 miles of roads, 160 miles being county roads, 116 miles were township roads and 22 miles were municipalities, edge line and intersection painting was also done in 2004, along with painting of the railroad crossing warnings and school lettering on roadway locations. Thermoplastic in 42 locations is also maintained by the traffic department. There are over 11,000 traffic signs, 13 traffic signals and 3 flashing signals throughout Allen County that our traffic department maintains.

Eastown Road—Phase I work is proceeding from Elm Street through Allentown Road (SR 81). The project is over 1/3 complete. The contractor, The Shelly Company, is reconstructing the road in stages or segments. The first segment is from just north of Market Street, north to the just south of the Lima Memorial Health Center. This segment is now complete except for the surface course of hot mix, which will not be placed at this time. This segment will be open to local traffic on Friday, August 12th. Next, excavation for the pavement north of the Lima Memorial Health Center drive will begin. Persons traveling to the Lima Memorial Health Center, Sound of Music, Whole Health Dentistry and West Side Swim & Racquet Club should come in from the south from the Market Street intersection. Persons traveling to Hefner TV should still come in from the north from Allentown Road.

The second segment of Eastown Road, from the center of Allentown Road north about 800 feet is nearing completion also. It will be open to through traffic on Friday, August 12th. Traffic from the north from Elida Road will be able to get through to Allentown Road beginning August 12th. Two-way east-west traffic on Allentown Road will be maintained at all times. Allentown Road traffic will now be diverted to the north half of Allentown Road and the pavement on the south half will be closed to traffic while that pavement is being replaced and drainage installed. This will take approximately 7 weeks.

With the near completion and opening of these two segments, 1/2 mile of the total 1.2 mile project is now paved with only the finish course and seeding remaining.

The Allen County Engineer and Allen County Commissioners wish to thank the public for their cooperation in not traveling Eastown Road, unless going to a business or a home, to make it safer for the road workers and to get the project completed more quickly.



## EASTOWN ROAD – PHASE I

The ice storm in January really put a damper on things around the county, leaving us without power for a few days and a lot of brush to pick up. Our crews did a great job with the clean up and helping out when needed.

As far as the snow and ice removal, we used 3400 tons of salt, 1800 tons of ice grits on the roads in the county and worked 3400 hours of overtime, totaling \$247,000.

The Allen County Road Program 2005, began in May and will end around the 1st of November, which will include county, townships and village roadwork. Funding for each township and village will come from their road and street funds and county road work is funded through County Engineer funds. Particular projects are determined in April and approved by the Board of Allen County Commissioners, township boards and village councils.



### FUTURE ROAD PROJECTS

**EASTOWN ROAD PHASE TWO**— from SR 81 to SR 309. Construction scheduled 2007

**EASTOWN ROAD PHASE THREE** — purchasing of right-of-way, from Elm Street to SR 117. Scheduled 2009

# 2004 BRIDGE PROJECTS

As predicted, 2004 was a pretty lean year for the Bridge Department. Fortunately, we received Federal and State Issue 2 funding for three (3) major bridge projects, which helped boost our overall bridge program. The Federal funding covered 100% of the construction cost for two (2) bridges, both of which were located in Richland Township. The first bridge was the Tom Fett Road Bridge over Riley Creek, located just north-west of Bluffton. Utilizing a 130' long, 32' wide all galvanized steel truss, we replaced the old bridge, which had been closed since 1997. Along with the structure replacement, we also realigned the roadway to provide safer traffic flow. All totaled, this bridge and roadway project cost over \$830,483.09.



**TOM FETT ROAD BRIDGE  
ROAD CONSTRUCTION**



**TOM FETT ROAD BRIDGE  
PLACEMENT OF TRUSS**

The second was the Cherry Street Bridge over Riley Creek in the Village of Bluffton. This project replaced the old steel truss with a new prestressed concrete box beam bridge with a concrete deck and sidewalks on both sides. The final construction cost of this bridge was \$631,974.57, and was funded at 100% using Federal funds.



**CHERRY STREET BRIDGE  
(BEFORE)**



**CHERRY STREET BRIDGE  
(AFTER)**

The third bridge mentioned was the Roush Road Bridge over the Ottawa River in Bath Township. This project replaced the old steel truss, which was built in 1957 with a new 130' long 32' wide all galvanized steel truss.



**ROUSH ROAD BRIDGE  
(BEFORE)**



**ROUSH ROAD BRIDGE  
(AFTER)**

This bridge is nearly identical to the Tom Fett Road Bridge except that the Roush Road Bridge has an asphalt wearing surface instead of a concrete deck. This new bridge and roadway project has improved traffic flow and allowed us to remove the 20 ton load limit, which had been on the bridge since July of 2000. The total construction cost for the bridge project was \$834,085.42 and utilized an 80% grant from the OPWC State Issue 2 funds.

As for our Bridge and Culvert crews, their schedule this past year was fairly subdued. As always, the county crews performed their work well and completed several significant bridge/culvert projects. These projects are as follows:

- Mayberry Road Culvert Replacement
- Lincoln Highway Culvert Replacement
- Dixie Highway Culvert Replacement
- Elm Street Bridge Repair

In addition to these projects, 292 drainage improvements were completed throughout the county, varying from hydro-cleaning tile to full replacement of drainage systems. A special "Thank you" goes to our culvert crew because their work is typically overlooked and under appreciated.

Looking ahead to next year, we are projecting the 2005 workload to be minimal. This will reserve our revenue for the Eastown Road projects and allow us to focus on repair and maintenance issues on county bridges and drainage systems. Our only bridge replacement project next year will be the Bice Road Bridge, which is located between Conant and Sunderland Roads in Amanda Township. This steel truss bridge was built in 1908 and has been closed since October 1998. We will be replacing this bridge with a 28' wide, three span prestressed concrete box beam bridge. The engineer's estimate for the job is \$619,000, and again be utilizing 100% federally funds.

## ALLEN COUNTY BRIDGE FACTS

4	<del>5</del>	BRIDGES CLOSED
11	<del>14</del>	BRIDGES WITH LOAD LIMITS
380		BRIDGES INSPECTED
134		PRESTRESS BOX BEAM BRIDGES
44		STEEL BEAM BRIDGES
40		CONCRETE DECK BRIDGES
27		TRUSS BRIDGES

## 2004/2005 Drainage Engineering Department Year in Review

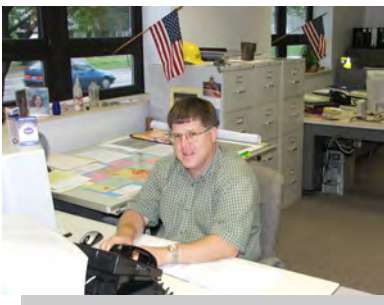
The Drainage Department has a dual role within the county structure. It operates as the department responsible for all roadside drainage facilities, the reviewing agency for commercial, industrial, and residential developments, as well as the drainage consultant for the County Commissioners. Within this realm we are responsible for all petitioned drainage improvements of which the Commissioners have final authority. We are also the County Engineer's compliance coordinators of the OEPA's Phase II Stormwater Regulations. An integral component of this program of which our department manages is the Stormwater Management & Sediment Control Regulations. The Stormwater Regulations are a self-supporting entity funded entirely from permit and review fees acquired from developers. All engineering and administrative work conducted by the drainage engineering department is supervised and approved by Wayne Gerdeman, the Allen County Engineer.

Douglass S. Degen, Drainage Engineer is the Supervisor of the Drainage Engineering Department as well as Superintendent of the Ditch Maintenance Department and as such is responsible for reviewing all of the work, budget, and assessment procedures, conducted by the engineering and ditch maintenance departments. This includes annual review of fund balances to determine which projects need assessing for future maintenance activity. Bill Kimmel supervises all documentation and work completed within the Ditch Maintenance Department. Brandon Brenneman is also an integral component of our Ditch Maintenance Department. In Bill's absence he becomes the supervisor and addresses all maintenance needs in an excellent and professional manner. Currently we maintain 170 miles of Open Ditch, 20 miles of Agricultural and Residential Conduits, 11 miles of Waterways, and 5 Detention Ponds. These result in the management of approximately \$8 million dollars in drainage improvements. Our maintenance program grows by an average of 3 to 4 projects annually.

Funding for the engineering, administration, construction and maintenance of petitioned drainage improvements is derived from funds acquired from parcel owners within the watershed of each project. The funding method and process are outlined in the Ohio Revised Code, Sections 6131, 6133, and 6137, and have been utilized Allen County since the mid 1800's.

We are currently in the process of evaluating the equipment and personnel requirements of the maintenance department. Bill Kimmel, Ditch Maintenance Supervisor, has submitted documentation outlining a needs assessment plan for the department. Bill is getting very close to retirement and will be taking with him a great deal of expertise, experience, and leadership skills. In an effort to make this transition as seamless as possible we will be discussing goals and needs with the Commissioners and County Engineer.

The work elements associated with petitioned drainage improvements as well as all other department functions are numerous and a monumental task. Due to the nature and number of current projects on our roster, it is entirely unfeasible that one individual could accomplish the work elements alone. To assist with these endeavors additional personnel has been hired in the Drainage Engineering Department. This gentleman is Scott E. Little. Scott grew up in the Gomer, Ohio, and is the son of LaRee and Joan Little of Elida, Ohio. Scott graduated from Berea College with a Bachelor of Science Degree, Industrial Arts Education in 1986 and from Appalachian



State University with a Masters of Arts Degree, Industrial Education Technology in 1989. He is married to Jennifer and has two children Katelyn, and Nathan. They reside in Bluffton. Scott has an extensive technical background as well as great public rapport skills and has fit very well into our organization. Do not hesitate to contact him with any questions in regard to drainage issues.

Without listing all of them we currently have fifteen major drainage improvements on our roster that have been petitioned for maintenance and construction. An additional six have been petitioned for maintenance only. During the past two years, we have discussed drainage issues with numerous parcel owners and as a result have twenty potential projects ready to begin as well. We also assist and provide technical data to the Allen Soil & Water Conservation District with group projects as well as adjacent counties with Joint County Projects. This year the County Commissioners provided additional funding to the Allen Soil & Water Conservation District for hiring personnel to coordinate SB160 and ASWCD Group Projects. This process may provide a lower cost benefit ratio than petitioned improvements and therefore may work well under the right circumstances and watershed. Some of the higher profile projects include Pike Run, Flat Fork Creek, Lost Creek, Allen County Airport, Little Cranberry Creek Phase III, Hog Creek (Ottawa River), and the Auglaize River.

Of course I could not complete this summary of 2004 and 2005 without discussing the Ice Storm of January 5<sup>th</sup> and 6<sup>th</sup>. Immediately after the snow settled our survey crew led by Chief Surveyor, Kim DeCamp and Assistant Bridge Engineer, Ron Meyer II began the tedious task of identifying all of the damage to drainage facilities. Other key Allen County Engineer's personnel included John Zimmerly, Scott Little, Bill Kimmel, and Brandon Brenneman. Sheriff Dan Beck also authorized Deputy Fred DePalma and Pilot Terry White to fly and video log all damage to drainage facilities. This footage has become an integral component of our current situation as well as maintenance activities required on future projects such as the Ottawa and Auglaize Rivers. Douglass Degen was appointed by the Commissioners as their Authorized Agent to coordinate the clean-up effort with FEMA and the Ohio EMA.

From the initial evaluation it was determined that approximately 200 miles of drainage facilities need cleaning to remove all logjams and debris. The areas of work are scattered throughout Allen County and extends into Putnam County on three permanently maintained ditches. This estimate includes all debris adjacent to bridge abutments as well as removal from site if necessary. This work has been estimated to cost approximately \$4000.00 per mile, which would result in a Total Estimated Contract Amount of \$800,000. In the following months meeting were conducted with FEMA and EMA Representatives and all of the appropriate paperwork was processed. As determined by FEMA the only projects that were authorized for reimbursement were petitioned ditch drainage improvements that are on our permanent maintenance program, which was a substantial decrease in the funding we expected to receive. As a result funds received will only be able to be used on maintained facilities, which leaves numerous future projects inevitable.

As always the work in the Drainage Engineering Department is never fully complete. Individuals have been working on drainage in our region for 150 years and this work will continue as new facilities are required to be constructed and existing systems deteriorate. If you have any questions or problems pertaining to drainage issues, petitioned drainage improvements or their maintenance please contact the Allen County Engineers office. Phone 419.228.3196 Contact people are:

Douglass S. Degen	Drainage Engineer
Scott E. Little	Drainage Engineering Tech.
William G. Kimmel	Ditch Maintenance Supervisor
Brandon J. Brenneman	Ditch Maint. Worker II