

HURON COUNTY ENGINEER'S OFFICE

2021 ENGINEER'S ANNUAL REPORT

The Ohio Revised Code requires each Ohio County Engineer to publish an annual report to the County Commissioners outlining the general condition of the roads and bridges in their county. Our office is responsible for 226 miles of county roads, 408 bridges and 3,485 culverts covering an area of 497 square miles with a staff of 30 hardworking team members.

Last year, our office was able complete several projects and add two new fully equipped snow plow trucks to our fleet. The next few pages include the highlights of the year's construction projects and a summary of operations at the County Engineer's Office. Overall, our 2021 construction season was a little below average, due to lower revenue from gas tax receipts and timing of funded projects. We anticipate the same in 2022 considering the current situation with fuel prices. However, we are looking forward to a larger construction program in 2023 and going forward.

Every year our biggest challenge continues to be funding the endless list of projects and maintenance items with limited revenue. We strive to create a balance between road and bridge projects while looking to secure state and federal funds to lessen the local tax burden. Several years ago, we implemented an aggressive paving and road rehabilitation program. Within the next two years we will reach this goal by having all 226 miles of county maintained roads in good condition. In the coming years, this will allow more resources to be shifted into the bridge program. Projects will include a combination of complete bridge replacements, deck replacements and rehabilitation of existing structures. A more in depth look at our bridge program is included at the end of this report.

In July of 2019 the Ohio General Assembly increased Ohio's gas tax for the first time since 2006, which has helped our office tremendously! Currently there are discussions in the Ohio Senate and at the federal level regarding a gas tax holiday. If these were to come to fruition, Ohio's proposed gas tax holiday alone would reduce our annual budget by \$1.5 million. Although on the surface this may sound tempting, it would have devastating effects on our road and bridge projects for years to come. Some have argued that the recently released federal grants will fill the gap, but these are typically earmarked for large projects in densely populated areas or will need to be utilized to supplement inflationary increased costs on previously funded projects. In addition, we are still recovering from over \$1 million in revenue losses from gas tax receipts during 2020-21 when the pandemic significantly reduced vehicular traffic. If the gas tax holiday were to occur, our future construction program will likely be very limited, jeopardizing the progress of our road and bridge program.

Please feel free to contact me with any questions regarding our office. I appreciate the opportunity to serve the residents of Huron County.



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Huron County Engineer*

Huron County Engineer's Office

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Hours:

7:00 a.m. - 3:30 p.m.

Monday thru Friday

Visit us on the web at:

www.huroncountyengineer.org

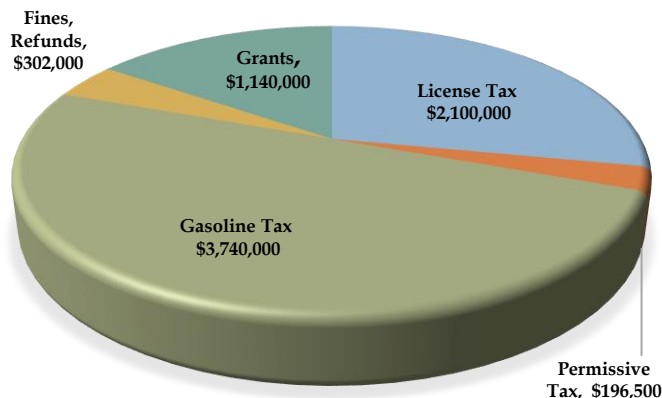
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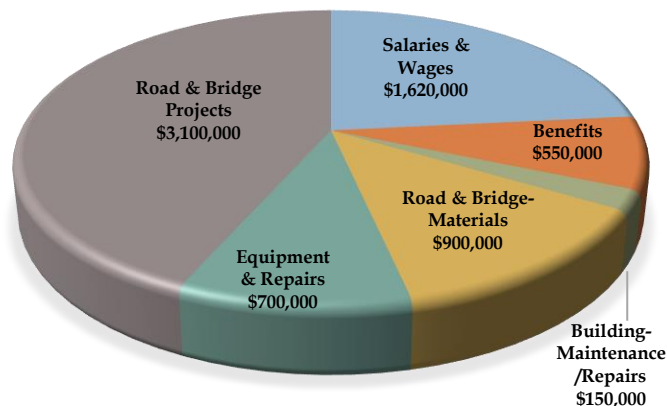
REVENUE

\$7,500,000



EXPENSE

\$7,020,000



WHERE OUR REVENUE COMES FROM

Gas Excise Tax

Federal Tax: \$0.184 gasoline and \$0.244 diesel per gallon (unchanged since 1993)
 State Tax: \$0.385 gasoline and \$0.47 diesel per gallon (new rates effective July 2019)
 We receive approximately \$4,000,000 from the state gas and diesel tax

Motor Vehicle Registration Fees

The Ohio Revised Code 4501.04 requires collection and distribution of license plate registration fees for highway maintenance.

For a passenger car, the basic annual fee is \$34.50.

The Huron County Engineer's Office receives approximately \$2,200,000.

WHAT TYPICAL PROJECTS COST

Roadway Items

Partial-depth asphalt resurfacing **\$225,000-\$275,000** per mile

- Remove 2 inches of existing pavement, place 3 inches of new asphalt

Asphalt overlay, 1 inch thick **\$110,000** per mile

- Usually requires minor asphalt repairs prior to overlay +/- **\$5,000** per mile

Chip and seal **\$16,000** per mile

- Crack sealing and pavement repairs prior **\$4,000-\$8,000** per mile

Pavement markings: edge line and center line **\$1,500** per mile

Complete roadway reconstruction **\$500,000-\$550,000** per mile

Structures

Bridges and culverts less than 20 feet in span: **\$75,000 - \$300,000**

Bridges over 20 feet in span: **\$300,000 - \$1,500,000 +**

BRIDGE PROJECTS

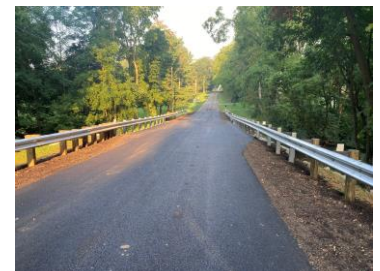
Snyder Road Bridge

Located in Peru Township and awarded to R&I Construction. The project included the replacement of a truss bridge that was built in 1948. Total construction cost was \$457,000, with \$355,000 of that being a grant from Ohio Public Works Commission (OPWC).



Baseline Road Bridge

Located in New Haven Township, the new galvanized steel bridge deck was fabricated by US Bridge and installed by Huron County Crews. Total construction cost was \$155,000, with \$68,000 of that being a grant from OPWC.



Wenz Road Bridge

Located in Clarksfield Township and awarded to Senghas Construction. The project included the replacement of a steel beam bridge that was built in 1958. Total construction cost was \$367,000, with \$310,000 being a grant from OPWC.



Fayette Road Bridge

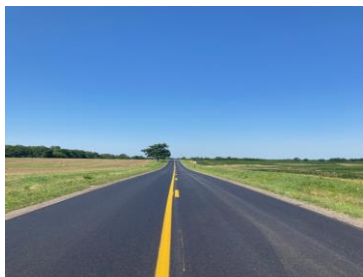
Located in New London Township and built by Huron County Crews. The new 20ft. x 8ft. three-sided concrete box culvert replaced a 1952 steel truss bridge. Total construction cost was \$96,000.



ROAD RESURFACING

Townline Road 12 Resurfacing – Phase 1

The project included 2 miles of paving from SR 99 to Peru Center Road. The work was performed by Erie Blacktop, Inc. The total construction cost was \$267,000, with \$53,000 being a grant from OPWC.



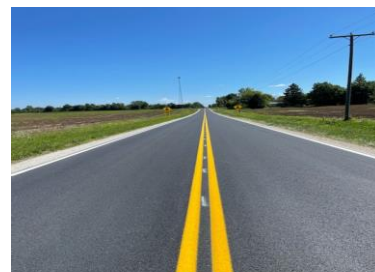
New State Road Resurfacing – Phase 5

The project included 3 miles of improvements from south of the Village of North Fairfield limits to US 224. The work was performed by Erie Blacktop, Inc. The total construction cost was \$452,000, with \$150,000 being a grant from OPWC.



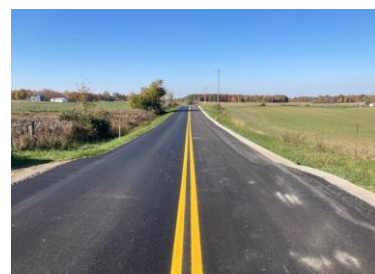
Townline Road 12 Resurfacing – Phase 2

The project included 1.2 miles of improvements in conjunction with the City of Willard from SR 99 west to Niver Road. The work was performed by Kokosing Construction. The total cost was \$282,000, with \$200,000 of that being a grant from OPWC.



Townline Road 131 Resurfacing

The project included 2 miles of paving from Peru Center Road to SR 61. The work was performed by Erie Blacktop, Inc. The total construction cost was \$143,000, utilizing local funds.



Bridge Repairs and Culvert Installations

Our office is responsible for maintaining over 400 bridges, including annual inspections and load analysis.



Collins Road Deck Replacement



**Hartland Center
Road Culvert**



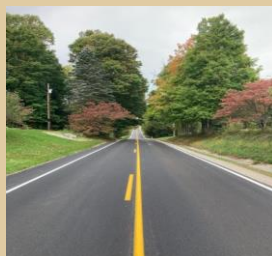
**Coder Road Deck
Replacement**

Township Projects

Our Office is responsible for providing engineering services for all 19 Townships.



**Norwich Township
Scottwood Road
Buckeye Excavating**



**Bronson Township
Hasbrock Road
Erie Blacktop, Inc.**



**Fairfield Township
Greenwich Milan Townline Road
Erie Blacktop, Inc.**

Chip and Seal Program 47 miles



Storm Sewer Improvements



Pavement Markings

Maintenance Items



Roadside Ditching



Asphalt Repairs



Tree Trimming

Other Activities



Ready for Snow!



Bridge Inspection



Our booth returned to the Huron County Fair

In accordance with Ohio Revised Code, the County Engineer's Office annually inspects and reports the condition of all bridges on county and township roads. A bridge is defined as a structure with a clear span of ten (10) feet or more measured parallel to the centerline of the roadway. All structures less than ten feet are considered culverts and become the responsibility of the County Engineer's Office when located on county roads and a township's responsibility on when located on their maintained roads.

Ohio has the 2nd largest bridge inventory of all states with 43,525 bridges maintained by various counties, municipalities and ODOT. Two-thirds of these bridges in the State of Ohio are under the jurisdiction of the various County Engineers Offices. At the federal level, structures are recognized to be a bridge when they have a clear span greater than twenty (20) feet. Under this definition, Ohio has just over 27,000 bridges, of which 223 are under the jurisdiction of this office.

The national bridge inspection requirements were created after the collapse of the Silver Bridge in 1967, which carried US 35 over the Ohio River between Point Pleasant, WV and Gallipolis, OH. Following this disaster, the United State Congress established the National Bridge Inspection Standard (NBIS) with the Federal-Aid Highway Act of 1968. Ohio followed by establishing its own state wide bridge inventory reporting system to fulfill these requirements in 1973. The next big change occurred after the collapse of the I-35W bridge in Minneapolis on August 1, 2007. This resulted in every bridge over 20 feet to have a load rating analysis performed and updated any time there is a significant change to the bridge. The bridge inspection program continues to evolve annually with guidance from Federal Highway Administrations (FHWA).

Each bridge is given a General Appraisal rating during the annual inspection, which is a summary of the condition of the structural elements of the bridge. The table below provides an overview of our bridge inventory:

General Appraisal	Description	2021 Inspections
9	Excellent Condition	78
8	Very Good Condition	66
7	Good Condition	78
6	Satisfactory Condition	100
5	Fair Condition	54
4	Poor Condition	19
3	Serious Condition	12
2	Critical Condition	0
1	"Imminent Failure" Condition	0
0	Closed to Traffic	1

Total Bridges 408

Currently there are twenty-nine (29) bridges that have weight restrictions, as determined by the load rating analysis performed by this office or consultants. We have successfully secured funding to replace nine (9) of these bridges over the next few years. Some of the weight restricted bridges are in fair to good condition, but were not built to handle today's modern heavy trucks and equipment. Several of these structures have many years of service life remaining and will not be a focus of replacement program until all the poorly rated structures have been replaced.