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**HANCOCK COUNTY ENGINEER**  
**2009 ANNUAL REPORT**

The highlight of 2009 was the construction of a new wooden covered bridge over the Blanchard River on Township Road 241 and the relocation of the old TR 241 bridge into Riverbend Park, culminating 10 years of planning and numerous delays. The new bridge has a standard highway width and can carry a legal 40 ton load. The relocated bridge will be rehabbed for use as a pedestrian walkway and will serve as a historic example of the many bridges of a similar style that were constructed in Hancock County during the late 1800's. This project would not have happened without the cooperation of the Hancock Park District and Foundation, the Marion Township Trustees, and the Ohio Department of Transportation. Many thanks to all.

Increasing costs and diminishing revenues are limiting our ability to provide necessary maintenance. The cost of fuel used in County operations dropped to \$ 337,000 in 2009 compared to \$539,000 in 2008 but still much higher than \$180,000 in 2002. Asphalt prices have continued to rise, from \$23.50 per ton in 2002 to \$45.00 in 2008 and \$55.00 in 2009. Road salt has increased from \$42.00 in 2007 to \$73.00 in 2008 and 2009. Gas Tax revenues declined 4% in 2009 and License Plate fees dropped 2%.

The work completed and identified in this report would not be possible without the continuing dedicated efforts of the employees of the County Engineer's Office. The work completed in 2009 was performed with 3 fewer employees than 2008. Everyone has pitched in to make it all work and their efforts are certainly appreciated

**SOURCES OF REVENUE – 2009**

License Fees	\$ 2,033,000
Permissive License Fee	162,000
Gasoline Tax	2,332,000
Fines (Municipal Court)	69,000
Reimbursements	571,000
Interest	<u>2,000</u>
<b>TOTAL RECEIPTS</b>	<b>\$ 5,169,000</b>

- License fee receipts are based on the number of vehicles registered in the County. The fee for a passenger car is \$20, fees for trucks are higher.
- The County also collects a \$5 permissive license fee for vehicles registered in unincorporated areas.
- \$.03/gallon of the Gasoline Tax is evenly distributed among all 88 Counties in Ohio.
- A portion of traffic fines collected in Findlay and Fostoria Municipal Courts.
- The County is reimbursed for materials and services provided to other agencies.

**EXPENSES - 2009**

Employee Salaries	\$ 1,531,000
Fringe Benefits	515,000
Office & Grounds	174,000
Debt Service	197,000
Contracts:	
Pavement Striping	40,000
Bridge Contracts	415,000
Paving Contracts	635,000
Right of Way Acquisition	95,000
Consultants	137,000
Road Materials	506,000
Road Salt	149,000
Bridge Materials	57,000
Culvert Materials	45,000
Sign Materials	20,000
Fuel	337,000
Equipment Maintenance	188,000
New Equipment	<u>369,000</u>
<b>TOTAL EXPENSES</b>	<b>\$ 5,410,000</b>

**RESPONSIBILITIES**

363 Miles of Highway

1800 Acres of Road Right-of-Way

381 Bridges - The County Engineer is responsible for all bridges in the County except those on the State Highway system. Spans range from 10' to 280'. 25 structures are over 100' in length.

240 Culverts – 36” to 120” diameter  
740 Culverts – 8” to 33” diameter

112 Permanent Maintenance Ditches  
186 miles of open channels  
11 miles of subsurface tile

11,000+ Traffic signs on County and Township roads and Village streets. Townships and Villages contract with the Engineer for maintenance of signs on their systems.

	<u>COUNTY</u>	<u>TOWNSHIP</u>
2009	10.0	36.0
2008	12.8	41.2
2007	14.9	36.0
2006	17.6	21.0
2005	<u>16.4</u>	<u>35.9</u>
Total Miles	71.7	170.1

**2009 ROAD WORK**

County Road 7 (SR 568 to TR 254) was resurfaced under contract with The Shelly Company for a total cost of \$ 189,000.

County Roads 2 (TR 68 to US 68), 23 (US 224 to CR 216), 40 (CR 75 to US 68), 96 (SR 186 to CR 131), 131 (SR 186 to CR 96), 182 (SR 103 to CR 24), and 216 (CR 18 to TR 247) were resurfaced under contract with The Shelly Company for a cost of \$ 567,000. A grant from the Ohio Public Works Commission paid \$140,000 of the total cost.

**STATUS OF ROADS**

The table below identifies the rating of County and Township road systems as of December, 2009:

	<u>Miles of Highway</u>	
	<u>COUNTY</u>	<u>TOWNSHIP</u>
Excellent	67	177
Good	74	185
Fair	105	264
Poor	111	12
Very Poor	5	0

The following table identifies the miles of resurfacing performed on each system during the past 5 years. The continuing commitment of the Township Trustees to properly maintain their roadways is obvious:

**STATUS OF BRIDGES**

Every bridge in Hancock County is inspected at least once a year and a report of each bridge's condition is submitted to the Ohio Department of Transportation. Listed below is a summary of the condition of bridges in the County:

Excellent	248	Poor	16
Good	90	Very Poor	4
Fair	17	Closed	5

The good news: since 1990, 265 bridges (70% of the total) have been replaced. The bad news: 20 bridges should be replaced as soon as possible. 4 of these bridges are major structures with spans in excess of 50' and estimated costs of replacement ranging from \$400,000 to \$1,500,000. 51 bridges are posted for reduced weight limits.

## **2009 BRIDGE CONSTRUCTION**

Bridges 26-17.59 (CR 26 over the Blanchard River), 241-0.09 (TR 241 over the Blanchard River), and 802-0.00 (Summit Street in Fostoria over the Portage River) were replaced with Federal Highway funds paying 95% of the construction costs (\$727,600 for CR 26-17.59, \$843,000 for TR 241-0.099, and \$330,500 for Summit Street). Hancock County was responsible for 5% of construction, engineering design fees and right of way acquisition (\$38,300 for CR 26-17.59, \$252,000 for TR 241-0.09, and \$83,000 for East Main Cross Street). Contractors for these projects were Fort Defiance Construction of Defiance, Ohio for 26-17.59, R. G. Zachrich Construction of Defiance, Ohio for 241-0.09, and ACI Construction of Alvada, Ohio for Summit Street, Fostoria. The CR 26 and Summit bridges are conventional prestressed box beam bridges.

Bridge 15-5.43 (CR 15 over Marsh Run) was designed by County personnel and replaced under contract with Schalk Brothers of Tiffin, Ohio. Funding was provided by the Ohio Public Works Commission (\$149,600) and the County (\$37,400).

Bridge 203-0.39 (CR 203 over Beaver Creek) was designed by County personnel and replaced under contract with Schalk Brothers of Tiffin, Ohio. Funding was provided by the Ohio Public Works Commission (\$81,000) and a Community Development Block Grant (\$85,000).

Bridge 112-1.99 (TR 112 at CR 139) was designed by County personnel and replaced under contract with B.Hill'z Excavating of Wayne, Ohio and United Precast of Mount Vernon, Ohio at a total cost of \$96,000.

The footers and abutment walls for Bridge 199-0.06 (TR 199 over Stahl Ditch) were designed by County personnel and replaced under contract with Schalk Brothers of Tiffin, Ohio at a cost of \$69,000. County personnel produced and installed precast concrete beams to complete the bridge.

The existing timber decks on Bridges TR 20-0.97 and TR 189-1.65 were replaced with precast concrete beams produced and installed by County personnel.

Two (2) bridges (CR 169-0.83 and TR 173-1.87) have been designed by outside consultants and are scheduled to be replaced in 2010. Federal funding has been secured for 95% of the construction costs.

## **MISCELLANEOUS**

Pavement striping was performed under contract with Aero-Mark of Streetsboro, Ohio on 45 miles of County highway at a total cost of \$ 45,800.

Three (3) new dump trucks/snow plows were purchased for a total cost of \$ 360,000, replacing three (3) 1995 models. This was the first purchase of new dump trucks since 2004. A Bobcat skid-steer loader was also purchased at a cost of \$ 55,000.

The Hancock Soil & Water Conservation District continued responsibility for ditch maintenance activities in 2009. The Engineer's office will continue it's involvement with the program by tracking maintenance assessments and accounting.

## **FINAL COMMENTS**

Increasing costs and declining revenues will continue to have an adverse impact on the amount of work our agency is able to perform. We have begun to move more of our attention from bridge replacements to road improvements and that will continue in 2010. We remain committed to upgrading our bridge system as effectively as our budget will allow. We will continue to aggressively pursue Federal Highway funds, Ohio Public Works Commission funds, and any other grant programs that will allow us to maximize the financial support for our improvement projects. We will continually review all of our internal operations to make sure we are providing cost effective service to Hancock County.