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**HANCOCK COUNTY ENGINEER**  
**2010 ANNUAL REPORT**

2010 was another big year for bridge construction. A total of 10 bridges were replaced using a combination of Federal and State grants and local funds. Our bridge construction program has been very aggressive over the past 20 years, reducing the number of bridges with posted weight limits from over 300 in 1991 to just 43 today. There is still work to do, but we are very proud of the progress we have made.

The success of our bridge program is clouded by our inability to keep up with the increasing costs of roadway maintenance. Asphalt prices have risen, from \$23.50 per ton in 2002 to \$56.00 in 2010 which translates to a cost of \$ 70,000 per mile to resurface a 20' wide pavement. Higher prices for road salt, gasoline, and diesel fuel have eroded dollars that would be available for road work.

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.

Retirements saw the departure of Engineer Aid Tom Filiater (40 years), Highway Maintenance workers Jim Lauck (34 years) and Dave Hards (32 years), and Office Manager Bernie Blide (31 years). We thank them for their service and wish them well.

New employees are Engineer Aid Ben Lindhorst, Administrative Assistant Lynn Taylor, and Highway Maintenance workers Levi Oman, Gary Benner, and Justin Butler. Welcome aboard.

**SOURCES OF REVENUE – 2010**

License Fees	\$ 2,073,000
Permissive License Fee	171,000
Gasoline Tax	2,367,000
Fines (Municipal Court)	77,000
Reimbursements	549,000
Interest	<u>1,000</u>
<b>TOTAL RECEIPTS</b>	<b>\$ 5,238,000</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 Ohio Gasoline Tax is evenly distributed among all 88 Counties.
- 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 - 2010**

Employee Salaries	\$ 1,574,000
Fringe Benefits	527,000
Office & Grounds	123,000
Debt Service	290,000
Contracts:	
Pavement Striping	37,000
Bridge Contracts	458,000
Paving Contracts	620,000
Right of Way Acquisition	12,000
Consultants	112,000
Road Materials	464,000
Road Salt	34,000
Bridge Materials	61,000
Culvert Materials	37,000
Sign Materials	45,000
Fuel	400,000
Equipment Maintenance	185,000
New Equipment	<u>481,000</u>
<b>TOTAL EXPENSES</b>	<b>\$ 5,460,000</b>

**RESPONSIBILITIES**

363 Miles of Highway  
 1800 Acres of Road Right-of-Way  
 380 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  
 113 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.

**STATUS OF ROADS**

The table below identifies the rating of County and Township road systems as of December, 2010:

	Miles of Highway	
	<u>COUNTY</u>	<u>TOWNSHIP</u>
Excellent	60	156
Good	77	203
Fair	106	267
Poor	110	11
Very Poor	9	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:

	<u>COUNTY</u>	<u>TOWNSHIP</u>
2010	5.6	17.1
2009	10.0	36.0
2008	12.8	41.2
2007	14.9	36.0
2006	<u>17.6</u>	<u>21.0</u>
Total Miles	60.9	151.3

**2010 ROAD WORK**

County Roads 16 (TR 90 to CR 96), 95 (CR 140 to CR 300), and 216 (TR 247 to TR 254) were resurfaced under contract with The Shelly Company for a total cost of \$ 332,000.

County Road 95 (CSX Railroad to CR 18) was improved by the installation of drainage, widening and resurfacing. Federal Highway funds paid for 80% of the project (\$ 515,585) with the County paying the remaining 20% (\$ 128,896).

**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	256	Poor	15
Good	90	Closed	4
Fair	15		

Since 1990, 276 bridges (73% of the total) have been replaced. 15 bridges have reached a condition where they should be replaced as soon as funding allows. 43 bridges are posted for reduced weight limits, i.e., less than a 40 ton load.

## **2010 BRIDGE CONSTRUCTION**

Bridges 169-0.83 (CR 169 over the Blanchard River), and 173-1.87 (TR 173 over the Blanchard River) were replaced with Federal Highway funds paying 100% of the construction costs (\$ 639,330 for CR 169-0.83, and \$ 512,967 for TR 173-1.87). Contractors for these projects were R & I Construction of Tiffin, Ohio for 169-0.83, and B.Hill'z Excavating of Wayne, Ohio for 173-1.87.

Bridges 109-9.66 (CR 109 over the South Branch of the Portage River), 517-0.00 (College Street over Howard Run in Findlay), and 519-0.00 (Candlewick Drive over Howard Run in Findlay) were replaced using the design/build method under contract with Schalk Brothers of Tiffin, Ohio and ADR Engineering of Newark, Ohio. Funding was provided by the Ohio Public Works Commission (\$ 462,515) and the County (\$ 178,432).

Bridge 23-7.39 (CR 23 over the East Branch of the Portage River) was designed by County personnel and replaced under contract with ACI Construction of Alvada, Ohio. Funding was provided by a Community Development Block Grant (\$ 42,000) and the County (\$ 140,400).

The footers and abutment walls for bridges 11-1.67 (CR 11 over a branch of the Outlet Ditch), and 109-7.96 (CR 109 over a branch of Rocky Ford) were designed by County personnel and replaced under contract with Schalk Brothers of Tiffin, Ohio. Funding was provided by the Ohio Public Works Commission (\$ 120,000) and the County (\$ 51,300). County personnel produced and installed precast concrete beams to complete the bridges.

The existing timber deck on Bridge 604-0.00 (North Street in Arcadia) was replaced with precast concrete beams produced and installed by County personnel at a cost of \$ 38,300.

An existing 84" culvert on TR 249 just south of TR 218 was replaced by County personnel with a 12'x8' precast concrete box at a cost of \$ 45,800. Since the new structure exceeds a span of 10', it is now technically considered a bridge.

## **MISCELLANEOUS**

Pavement striping was performed under contract with Interstate Road Management of Oak Harbor, Ohio on 35 miles of County highway at a total cost of \$ 37,000.

One (1) new tandem axle dump truck/snow plow was purchased for a total cost of \$ 130,000, replacing a 1996 model. A new Vactor tile cleaning truck was purchased at a cost of \$ 363,000 to replace a 1999 model. A new single axle cab & chassis was purchased and outfitted for use as a sign maintenance truck at a cost of \$ 96,000 to replace a 1995 model.

The Hancock Soil & Water Conservation District continued responsibility for ditch maintenance activities in 2010. The Engineer's office will continue it's involvement with the program by tracking maintenance assessments and accounting.

## **FINAL COMMENTS**

Increasing costs and stagnant revenues will continue to have an adverse impact on the amount of work our agency is able to perform. Although 2010 was a big year for bridge replacements due to the receipt of several Federal and State grants, we will move more of our attention from bridge replacements to road improvements in future years. There are presently 120 miles of County highways in need of resurfacing that has a price tag of \$ 8,000,000 at today's costs. While we remain committed to upgrading our bridge system as effectively as our budget will allow we need to shift our attention and dollars to the road system. As always we will aggressively pursue Federal Highway funds, Ohio Public Works Commission funds, and any other grant programs that will allow us to maximize the financial support of our improvement projects. We will continually review all of our internal operations to make sure we are providing cost effective service to Hancock County.