



CLERMONT COUNTY ENGINEER'S OFFICE

ANNUAL REPORT



2017



PATRICK J. MANGER, P.E., P.S.

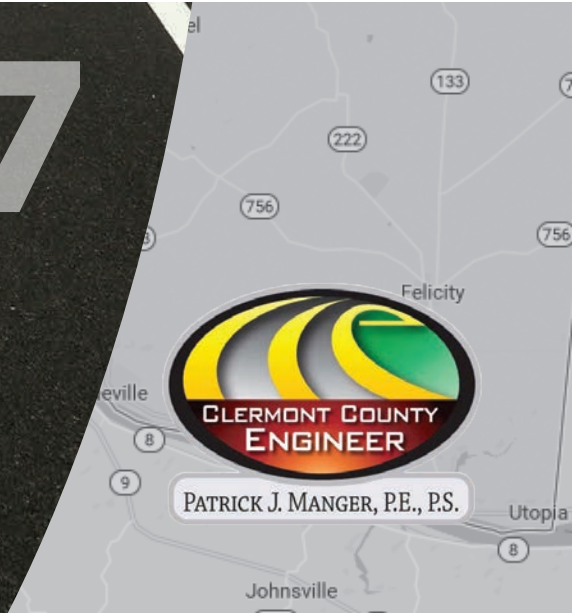




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INTRODUCTION



Dear Commissioners,

Per the Ohio Revised Code Section 5543.02, I hereby present the 2017 Annual Report for your review.

It is an honor to serve as the Clermont County Engineer and oversee the maintenance of our county's roadway network, as well as the repair and construction of our local bridges and culverts. This report details the work of the Clermont County Engineer's Office in 2017 and provides a summary of the work we expect to accomplish in the coming year.

Also of note in 2017, the State of Ohio passed legislation allowing each of Ohio's 88 counties to add \$5 to motor vehicle registration costs for the purpose of providing additional revenue to the county engineer's office for local road and bridge projects. An additional \$5 on each motor vehicle registration in Clermont County would generate approximately \$1 million annually for the county road and bridge program.

Along with the fuel tax, motor vehicle registration fees are the primary source of income for the county engineer's office. The state fuel tax has not increased since 2005, and the motor vehicle registration fee has not changed since 2001. On the other hand, the cost of goods and materials that support safe travel on county roadways has risen substantially during that same time period. Adding \$5 to each motor vehicle registration will allow the county to improve our roads and replace our deficient bridges, making them safer for drivers.

Thank you for the opportunity to present our accomplishments and goals as we work together to ensure the safety of our existing county roadway network and expand our infrastructure to support regional growth, economic development and job creation. It is a privilege to continue our work to enhance the quality of life for those who live and work in Clermont County.

Sincerely,

Patrick J. Manger, P.E., P.S.
Clermont County Engineer

Engineer's Office Functions

Administration & Finance

- Budget, Payroll and Accounting
- General Office Administration
- Human Resources
- Information Systems
- Permanent Public Records
- Township and Government Liaison
- Website/Social Media

Construction & Inspection

- Capital Improvement Contracts
- Contractor Payments
- Driveway Permit Review
- Pay Items
- Permits Download (online)
- Right-of-way Acquisition
- Special Hauling Permit
- Utility Permits
- Utility Relocation Coordination
- Utility Permits

Engineering & Design

- Bridge Design
- Bridge Inspection
- Bridge Replacement/Rehab
- Consultant Plan Review
- Culvert Design
- Drainage Review
- Engineering Review
- GIS Development
- Grants & Federal Aid
- Project Planning & Engineering
- Residential/Commercial Development
- Right-of-Way
- Road Atlas
- Roadway and Intersection Design
- Scheduling & Budgeting
- Stormwater Utility Management
- Subdivision Street Inspection
- Surveying
- Traffic Engineering

Operations & Maintenance

- Emergency Road/Bridge Repairs
- Fleet Maintenance
- Roadside Berming/Ditching
- Road, Bridge and Culvert Maintenance
- Roadside Mow/Trim/Guardrail
- Safety - Personnel Training
- Snow and Ice Removal
- Traffic Signs/Pavement Markings
- Traffic Operations
- Truck Weight Limit Enforcement

Tax Map

- GIS Parcel Layer
- Property Owner History
- Real Property Transfers
- Survey/Easement Plats

Road, Bridge & Culvert Conditions

Road Condition Report



Miles: 384.9

Average Condition Rating: 65*

*Pavement condition rating is out of 100, with 100 being new pavement

The Ohio Department of Transportation recommends paving when a road is rated at 65 or less; 50% of county roads have a score of less than 65.

Clermont County is currently on a 38-year paving cycle

New pavement has a 10-12 year life expectancy

Bridge Condition Report



418

Number of Bridges

Of the **418** bridges maintained by the Clermont County Engineer's Office, **270** have a rating of good or better.

142

Since 2001, the county has replaced 142 bridges

50

A bridge has a 50-year functional life expectancy

186

Clermont County has 186 bridges built before 1968

45

Number of Load Restricted Bridges
Legal load limit for a bridge is 40 tons, otherwise must be posted

Culvert Condition Report

2950

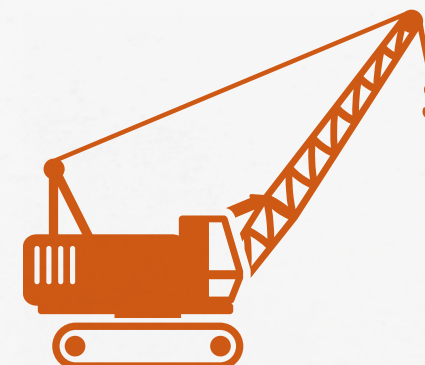
Culverts

160

Number of Critical Pipes
(Rated at 3 or less)

6.0

Average Condition Rating
(9-Excellent, 5-Fair, 1-Critical Failure)



For a full list of road, bridge and culvert conditions, please contact the Clermont County Engineer's Office.

Did you know?

A Stormwater Utility District transfers responsibility for the maintenance of stormwater infrastructure on your private property to the Clermont County Engineer.

Did you know?

Clermont County can establish Stormwater Utility Districts to protect you and your neighbors from unexpected and costly infrastructure repairs. You can learn more at ClermontEngineer.org.

Capital Improvement Projects



Road Projects
\$2,216,000



Bridge Projects
\$1,522,699



New Equipment Purchases
\$861,866

TOTAL INVESTMENT:
\$4,600,565

CAPITAL IMPROVEMENT GRANTS: \$1,683,649

In 2017, the Clermont County Engineer's Office was able to secure funding for approximately 37% of its capital improvement program from outside sources.

County Maintenance Program

In addition to capital improvement projects, the Clermont County Engineer's Office is also responsible for maintenance of 384.9 roadway miles, more than 410 bridges and nearly 3,000 culverts.

CCEO maintenance work falls into nine different categories.

TOTAL MAN HOURS: 48,534



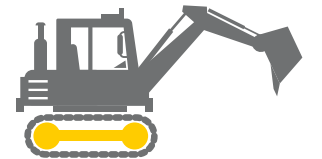
Berming
6,028



Bridge & culvert maintenance
5,625



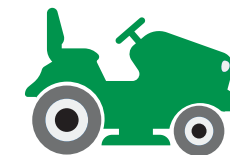
County road maintenance
5,197



Ditching
5,887



Guardrail
3,144



Mowing
8,860



Potholes
5,735



Signs & pavement markings
5,809



Snow & ice removal
2,249



Did you know?

in 2017, there were nine snow events that required the use of 5,280 tons of salt?

Financials

In 2017, the Clermont County Engineer's Office once again managed an aggressive resurfacing program, addressing more than 20 roadway miles on 11 different county roads. We were able to double our typical annual resurfacing program budget by identifying and securing alternative methods of project financing that contribute to safer roads for those who travel in Clermont County.

Resurfacing Program

Belfast-Owensville Road US 50 to SR131 4.231 Miles Project cost: \$216,000	GlenEste-Withamsville Road SR125 to Shayler Road 0.398 miles Project cost: \$54,000	Goshen Road South (lower) SR 131 to Cedarville Road 1.517 miles Project cost: \$190,000	Goshen Road South (upper) Cedarville Road to Woodville Pike 1.293 miles Project cost: \$120,000
McHenry Road Shiloh Road to Edenton-Pleasant Plain Road 1.677 miles Project cost: \$201,000	Newtonsville Road Newtonsville Village to SR 727 2.261 miles Project cost: \$176,000	O'Bannonville Road Loveland Corp. to Warren County 2.361 miles Project cost: \$312,000	Antioch Road SR 774 to Bethel-Maple Road 1.733 miles Project cost: \$159,000
Bauer Road SR 32 to SR 276 1.86 miles Project cost: \$198,000	Donald Road Jones-Florer Road to Bethel-Maple Road 1.86 miles Project cost: \$209,000	Jackson Pike SR 133 to Brown County Line 1.476 miles Project cost: \$151,000	CCEO PROJECT EXPENDITURES: 11 ROADS 20.667 MILES \$1,986,000

Landslide Program

In 2017, the Clermont County Engineer's Office addressed two landslides in two townships at a total cost of \$230,000.



Locust Corner Road
 C73
 Pierce Township
 Project cost: \$160,000

Felicity Cedron Road
 C45
 Franklin Township
 Project cost: \$70,000

Bridge Program

In 2017, the Clermont County Engineer's Office completed maintenance and repairs of 12 bridges/culverts at a total cost of \$1,522,699. Project totals include labor, equipment and materials.

Bauer Road T146-0.08 Project cost: \$59,283	Boot Jack Corner Culvert CC17-3 Project cost: \$17,740	Brown Road T43-0.22 Project cost: \$69,834	Chapel Woods T2195-0.30 Project cost: \$468,844
Concord Hennings Mill Culvert CC34-3 Project cost: \$79,428	Edenton Pleasant Plain Culvert CC43-6 Project cost: \$35,290	Graves Road T220-0.02 Project cost: \$272,218	Heritage Glen Culvert Project cost: \$45,850
Johnson Road T148-0.31 Project cost: \$250,000	McHenry C799-0.27 Project cost: \$79,476	O'Bannonville Culvert CC98-11 2017 Project cost: \$98,749	Owensville Belfast Culvert CC10-22 Project cost: \$45,987

Revenue Sources



\$7.2 Million
Vehicle License Fees



\$2.37 Million
Fuel Tax



\$580,000
Project Reimbursements



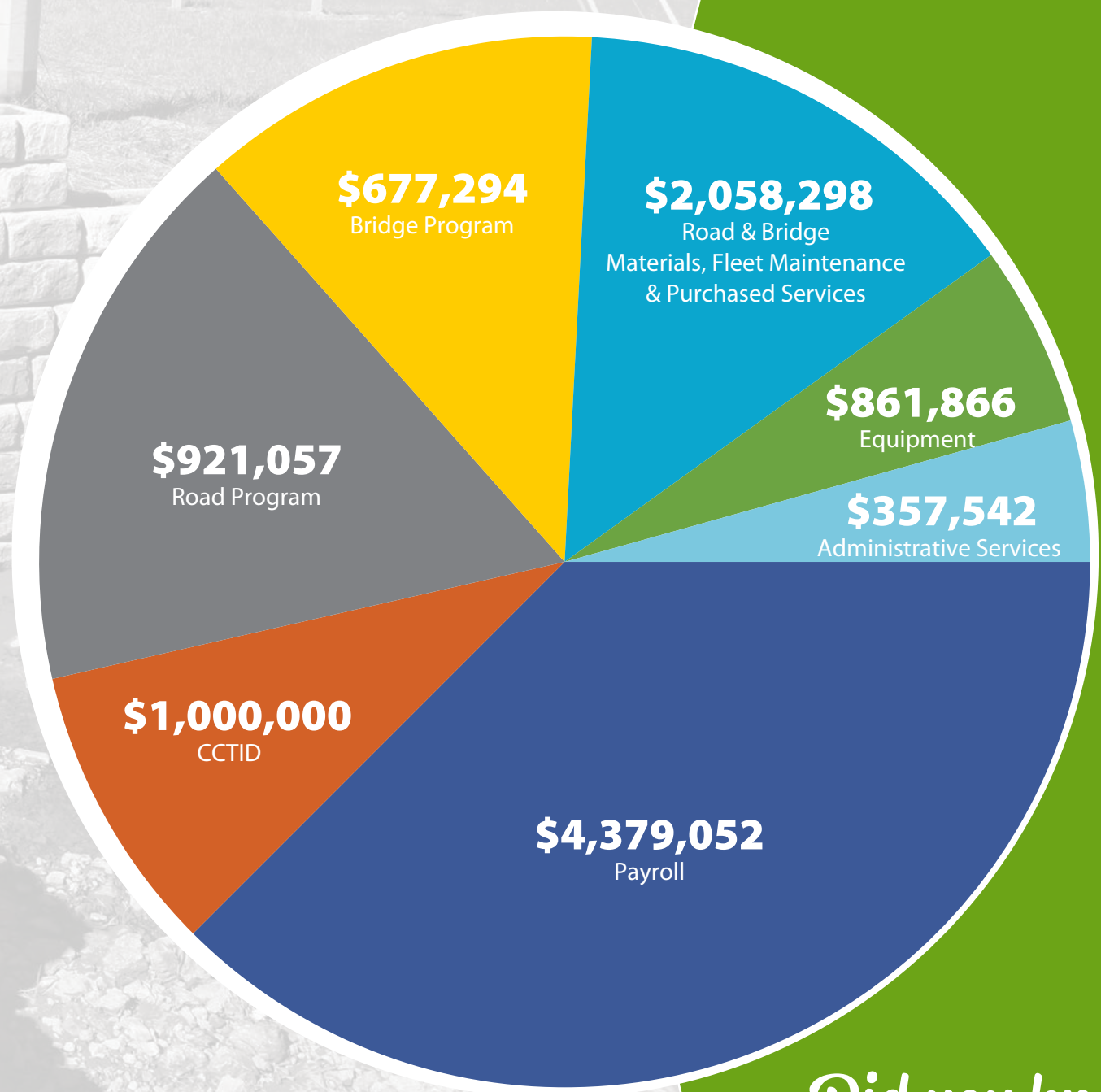
\$335,000
Miscellaneous Sources
(e.g., inspection fees, sale of equipment, etc.)



\$394,560
Subdivision Bonds
(Performance Bonds held by the Engineer's Office – not available for operating expenses)

TOTAL REVENUE:
\$10,879,560

2017 Expenses



TOTAL EXPENSES:
\$10,255,109

Did you know?

The Clermont County Engineer's Office does not receive any revenue from income, property or sales taxes.

LOAD
LIMIT

2018 Proposed Capital Improvements

Maintaining a county roadway network is not unlike maintaining a home; balancing routine maintenance with planned capital improvements provides the foundation for a structurally-sound network for years to come.

Road Program

This year's road program will address approximately 23 roadway miles in Clermont County. This annual program is expected to total nearly \$600,000 and pave the way for safer travel on 10 county roads.



PROJECT TOTALS:

10 Roads
23.558 Miles
\$591,441

In 2018, repair work will take place on the following roads:

Airport Road Patterson Road to SR 125 0.819 miles Project cost: \$4,686	SR 28 (East) Goshen Road to SR 23 (east) 0.955 miles Project cost: \$2,684
Eastgate Square Drive Aicholtz Road to Eastgate South Drive 0.442 miles Project cost: \$1,560	Sodom Road Bethel-Maple Road to Brown County Line 1.901 miles Project cost: \$8,806
Lindale-Nicholsville Road SR 132 to SR 222 3.367 miles Project cost: \$124,336	Swings Corner-Point Isabel Road Mount Olive-Point Isabel to Crane School House Road 6.015 miles Project cost: \$65,560
Manila Road (north) Woodville Pike to Goshen Road 0.956 miles Project cost: \$52,184	Woodville Pile SR 132 to Goshen Road 1.486 miles Project cost: \$11,198
Manila Road (south) Cedarville Road to Woodville Pike 1.373 miles Project cost: \$59,356	Woodville Pike Goshen Road to SR 727 3.619 miles Project cost: \$30,866

The following street will be resurfaced:

Bethel-New Richmond Road
SR 222 to SR 232
2.625 miles
Project cost: \$230,205

Landslide Program

In 2018, the Engineer's Office anticipates spending \$120,000 to address one landslide in Union township.



Bridge Program

In 2018, the Engineer's Office will address nine bridges in four townships, investing \$2.6 million in the repair of these aging structures.

Bristol Road
T545-0.17
Pierce Township
Project cost: \$765,000

Jett Hill
C135-0.48
Monroe Township
Project cost: \$102,350

Jones Florer
C63-1.21
Tate Township
Project cost: \$98,430

Manila Road
C81-0.56 & 0.85
Goshen Township
Project cost: \$202,370

Nine Mile-Tobasco
C95-1.15
Pierce Township
Project cost: \$1,150,000

O'Bannonville
C98-1.88
Goshen Township
Project cost: \$95,000

Patterson Road
749-0.27
Tate Township
Project cost: \$109,840

Sodom Road
C111-1.37
Tate Township
Project cost: \$98,500

PROJECT TOTALS:

9 Bridges
4 Townships
\$2,621,482

Partnerships

The Clermont County Engineer serves as the Secretary-Treasurer on the board of the Clermont County Transportation Improvement District (CCTID). The CCTID works across geographic and political lines to improve the quality of life in Clermont County by stimulating economic development through transportation improvements. Projects advanced by the CCTID ease congestion, expand access to current and future business and shopping destinations, and improve safety for all who travel through Clermont County.

On behalf of the CCTID, the Clermont County Engineer's Office completed multiple projects that support safer and smoother travel throughout the county.



Old SR 74



Wolfpen-Pleasant Hill Road

In 2017, seven projects – totaling nearly \$20 million in investment in our area – were completed:

- 1 Aicholtz Road Connector
- 2 Bach-Buxton at Shayler Intersection Improvements
- 3 Half Acre at SR 276 Improvement Project
- 4 Old SR 74 Widening, Olive Branch-Stonelick Road to Armstrong Boulevard
- 5 South Afton Industrial Park – Phase 1
- 6 West Clermont Area Improvements
- 7 Wolfpen-Pleasant Hill Safety Improvements

Look for the following projects to begin construction in 2018:



- Intersection improvements on SR 32 at Bells Lane
- Safety improvements on Branch Hill-Guinea Pike at Jer Les Drive
- Access improvements on Buckwheat Drive to support construction of a new public library
- Bridge work on the Bristol Road and Nine Mile structures

Clermont County, Ohio

ROAD HISTORY



Two main thoroughfares were created in Clermont County over 200 years ago – and still exist today. The very first road in Clermont County, State Route 32, was built by John Donnels, Daniel Kain and Robert McKinney. At its inception in 1797, this 78-mile road was known as Donnels' Trace and spanned from Ohio's first state capital, Chillicothe, to Newtown (formerly called Mercersburg). Traffic on this road increased substantially, which earned it the designation of State Route 74 in 1920. Its name changed once more in 1960 to State Route 32 and then later changed once more to Old State Route 32 (to avoid confusion with another State Route 32 in northern Ohio). Old State Route 32 is now one of the major east-west thoroughfares in and beyond Clermont County. A small portion on the western end was converted into a turnpike in 1834 and is still know by some as "Cincinnati-Batavia Pike."

The second road in Clermont County, State Route 133, is a major north-south thoroughfare that is rich in history. It began as a trail pounded by buffalo and other animals heading south to the Blue Licks in Kentucky.

Used by Indian warriors hunting buffalo and by early travelers in the region, it was originally nicknamed "Bullskin Trail" by a group of hunters and surveyors (led by Thomas Bullitt) in mid-1773, who were said to have been camping near the Ohio River and saw buffalo hides, or bullskins, hanging to dry. It remained "Bullskin Trail" until around 1920 when it, too, earned designation as a state route.

During the War of 1812, Bullskin Trail was indisputably the only trail from the Ohio River to Lake Erie to be used by the American Army for military and supply transport, as all other trails had been cut off by the British Army and its Canadian and Indian allies. William Blanchard, just a teenager, led wagon trains with supplies for Oliver Hazard Perry's fleet on Lake Erie. The trail was also used by Simon Kenton, Cornelius Washburn, Daniel Boone, Tecumseh, Blue Jacket, and others and also by escaped slaves as a route on the Underground Railroad. The southern terminus is the Ohio River in the village of Rural, where it can be seen in its original condition.

Source: Richard Crawford, Clermont County Historian



CONTACT US!

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