CLERMONT COUNTY ENGINEER’S OFFICE

ANNUAL REPORT

2017
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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
**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**

- Number of Bridges: 418
- Of the 418 bridges maintained by the Clermont County Engineer’s Office, 270 have a rating of good or better.
- Since 2001, the county has replaced 142 bridges.
- A bridge has a 50-year functional life expectancy.
- Clermont County has 186 bridges built before 1968.
- Number of Load Restricted Bridges: 45
- Legal load limit for a bridge is 40 tons, otherwise must be posted.

**Culvert Condition Report**

- Number of Culverts: 2950
- Average Condition Rating: 6.0
  - (9-Excellent, 5-Fair, 1-Critical Failure)
- Number of Critical Pipes: 160
  - (Rated at 3 or less)

**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.
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

### County Maintenance Program

- **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

### 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.

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

**Did you know?**
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.

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.

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.
Revenue Sources

2017 Expenses

**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**

- **$4,379,052** Payroll
- **$677,294** CCTID
- **$921,057** Road Program
- **$357,542** Equipment
- **$861,866** Administrative Services
- **$2,058,298** Road & Bridge Materials, Fleet Maintenance & Purchased Services
- **$335,000** Fuel Tax
- **$2.37 Million** Vehicle License Fees
- **$580,000** Project Reimbursements
- **$335,000** Miscellaneous Sources (e.g., inspection fees, sale of equipment, etc.)

**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.
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.

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
- **Eastgate Square Drive**
  - Nicolletta Road to Eastgate South Drive
  - 0.442 miles
  - Project cost: $1,560
- **Lindale-Nicholsville Road**
  - SR 132 to SR 222
  - 3.367 miles
  - Project cost: $124,336
- **Manila Road (north)**
  - Woodville Pike to Goshen Road
  - 0.986 miles
  - Project cost: $52,184
- **Manila Road (south)**
  - Cedarville Road to Woodville Pike
  - 1.343 miles
  - Project cost: $59,356
- **SR 28 (East)**
  - Goshen Road to SR 23 (East)
  - 3.365 miles
  - Project cost: $2,684
- **Sodom Road**
  - Bethel-Maple Road to Brown County Line
  - 1.901 miles
  - Project cost: $8,806
- **Swings Corner-Point Isabel Road**
  - Mount Olive-Point Isabel to Crane School House Road
  - 6.075 miles
  - Project cost: $65,560
- **Woodville Pike**
  - SR 132 to Goshen Road
  - 1.486 miles
  - Project cost: $11,198
- **Woodville Pike**
  - Goshen Road to SR 727
  - 3.659 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

**PROJECT TOTALS:**
- 10 Roads
- 23,558 Miles
- $591,441

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.

**PROJECT TOTALS:**
- 9 Bridges
- 4 Townships
- $2,621,482
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 known 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.
CONTACT US!

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