

# HURON COUNTY ENGINEER'S OFFICE

## 2022 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 224 miles of county roads, 410 bridges and 3,500 culverts covering an area of 497 square miles with a staff of 30 hardworking team members.

The next few pages will review our accomplishments in 2022 and provide a preview of our 2023 projects totaling over \$8 million dollars in construction.

When I took office, our number one goal was to improve all of the county-maintained roads into good condition. To accomplish this, an aggressive paving and road rehabilitation program was implemented utilizing various techniques. I'm happy to say that after 6 years of hard work by county employees and local contractors we will have reached this goal after the completion of the Peru Center & Townline 12 Road intersection improvements project scheduled this summer!

To keep the roads in good condition, we continue to use various methods to preserve the condition of pavement including crack sealing and chip sealing. We strive to create a balance between road and bridge projects while looking to see where we may be able to secure state and federal funds to lessen the local tax burden. We have been very successful at this, and have nearly \$18 million in federal construction funding over the next five years.

While we have been successful at the state and federal level with funding our local revenue's future looks more dismal. A common misconception is that the county engineer receives revenue from property taxes, county sales tax or the county general fund. This is not true; our two primary sources of revenue are from the gasoline tax and license plate fees. Gas tax receipts have been flat and will trend downward as cars become more fuel efficient and electric vehicles become more popular. The Ohio Department of Transportation is currently conducting a survey and information program to determine how funding will need to adapt in the future.

We would like to give a big thanks to the Huron County Commissioners for approving nearly \$1 million in American Rescue Plan Act (ARPA) funds to make upgrades to our snow and ice control operations. These funds have allowed us to purchase a new wheel loader, two fully outfitted snow plow trucks, and expand our salt storage building. By using the ARPA funds in this fashion, every resident in the county will see a benefit.

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*

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*Monday thru Friday*

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*www.huroncountyengineer.org*

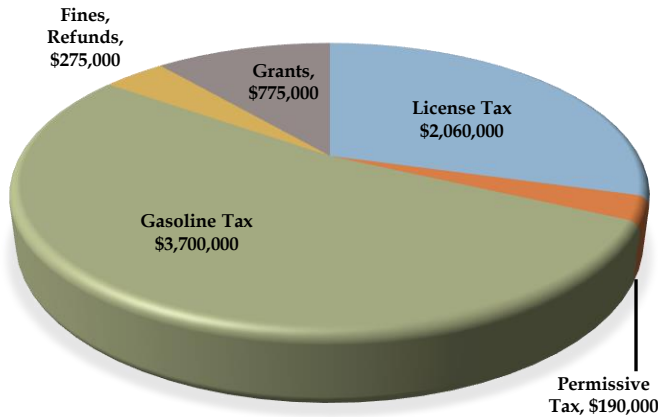
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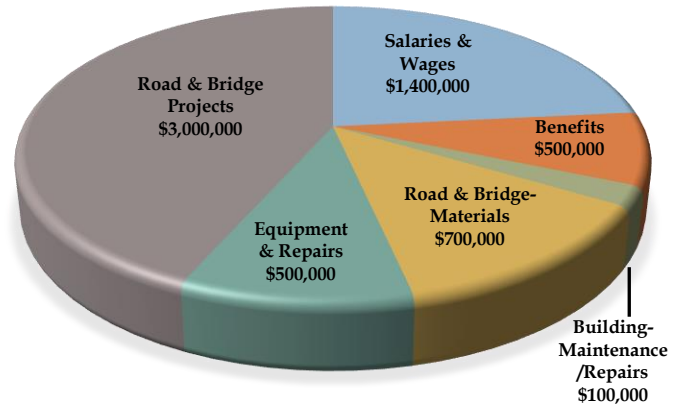
## REVENUE

\$7,000,000



## EXPENSE

\$6,200,000



## 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 \$3,800,000 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 \$2,100,000.

## 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 **\$120,000** per mile

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

Chip and seal **\$17,000** per mile

- Crack sealing and pavement repairs prior **\$5,000-\$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

### New State Road Bridge

Located in Ripley Township and awarded to RMH Construction. The project included the installation of a 20 ft. x 8 ft. four-sided concrete box. Total construction cost was \$330,000, with \$245,000 funded by a grant from Ohio Public Works Commission (OPWC).



### Prospect Road Bridge

Located in New London Township, Huron County Crews installed new a new pre-cast concrete beam deck. The total construction cost of \$60,000.



### Jennifer Road Bridge

Located in New Haven Township, Huron County Crews installed new steel beam superstructure with a wooden deck. The total construction cost of \$40,000.



### Hanville Corners Road Culvert

Located in Greenfield/Fairfield Township Huron County Crews a 8 ft. x 6 ft. three-sided concrete box. The total construction cost of \$95,000.





## ROAD RESURFACING

### Akron Road Resurfacing

The project included 0.5 miles of paving from Norwalk City to US 20 Overpass. The work was performed by Erie Blacktop, Inc. The total construction cost was \$135,000 utilizing local funds.



### New State Road Resurfacing – Phase 6

The project included 2.5 miles of improvements from Baseline Road to US 224. The work was performed by Saver Paving, Inc. The total construction cost was \$280,000, with \$170,000 being a grant from OPWC.



### Fairfield Angling Road Resurfacing

The project included 3.5 miles of improvements from Townline 12 Road to SR 162 Road. The work was performed by Erie Blacktop, Inc. The total cost was \$400,000, with utilizing local funds.



## Bridge Repairs and Culvert Installations

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



**Boughtonville Bridge Repairs**



**DeRussey Road  
Culvert**

**In house  
Bridge Beams**

## Township Projects

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



**Norwalk Township  
Country Side Subdivision  
Erie Blacktop, Inc.**



**Bronson Township  
Dublin/Moriah/Edwards  
A.J. Riley, Inc.**



**Norwich Township  
Egypt Road Resurfacing  
Erie Blacktop, Inc.**



**Richmond Township  
Vernon Road Resurfacing  
Erie Blacktop, Inc.**



## New Equipment

- Forklift  
\$30,000
- Ford F-450  
\$65,000



- CAT Loader (ARPA)  
\$211,000
- Freightliner Plow Truck  
\$230,000



Roadside Ditches



Pavement Markings

## Maintenance Items



Roadside Mowing



Asphalt Repairs



Tree Trimming

## Other Activities



Ready for Snow!



Touch A Truck Event  
Strawberry Festival



Students visit as part of  
"Engineering Day"

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 the township's responsibility when located on a township road.

Ohio has the 2<sup>nd</sup> 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 States 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 requiring 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 Administration (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:

<b>General Appraisal</b>	<b>Description</b>	<b>2022 Inspections</b>
9	Excellent Condition	62
8	Very Good Condition	77
7	Good Condition	83
6	Satisfactory Condition	107
5	Fair Condition	50
4	Poor Condition	16
3	Serious Condition	13
2	Critical Condition	1
1	"Imminent Failure" Condition	0
0	Closed to Traffic	1

**Total Bridges 410**

Currently there are twenty-seven (27) 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 fourteen (14) 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 a replacement program until all of the poorly rated structures have been replaced.