



# 2015 CLINTON COUNTY ENGINEER'S ANNUAL REPORT

MARCH 31, 2016

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Jeffrey B. Linkous, P.E., P.S.  
County Engineer

I am pleased to present you with our 2015 Annual Report, which is provided to the County Commissioners each year and shows the status of all county roads, bridges and culverts in Clinton County.

During 2015, construction of major structures including bridges and culverts totaled \$475,415. This cost includes a bridge on Port William Rd. that was rehabilitated with new prestressed box beams and which was paid in part with 79% Ohio Public Works Commission (OPWC) funds. The remaining structure replacements were completed using our county forces. The annual bridge inspections of all of our bridges has been completed and a separate report has been submitted to the Board of County Commissioner. Although the overall condition of our bridges is in good shape, in 2016 we will be focusing on rehabilitating, upgrading and maintenance to keep our bridges from deteriorating. While our ability to replace bridges at the pace we once enjoyed is not possible, we will be trying to extend the life of our bridges by concentrating on doing more repairs and rehabilitation which will include: replacing deck beams and members, removal of wearing surface and waterproofing, relining existing culverts with concrete, and keeping up with routine maintenance involving guardrail, deck repair, tree and obstruction clearing, and berm and stream erosion.

In 2015 we were able to seal portions of 17

different roads totaling over 40 miles at a cost of \$440,103. The average cost per mile for this program was \$10,790. We have been able to secure a grant from Federal Highway Administration and match it with a grant from OPWC to pave 14.21 miles of roads in 2016 at a total cost of \$1.89 million. With close to 270 miles of roads in the county system, we are only able to resurface with asphalt every 20 years (provided that grant money can be obtained), and seal roads every 7-8 years. Each spring, we travel every mile of the county roads and assign a pavement condition rating. The overall ratings show that our system is starting to decline; however, we continue to do as much maintenance as possible to extend the life of these roads. We have an aggressive repair program that includes patching and crack sealing and that effort also prolongs the life of the road. Our challenge going forward on road maintenance is that we cannot continue to only do repairs and maintenance each year but need to be able to pave and reconstruct in order to keep up with the wear on the roads.

Grant monies were also used for various other projects last year. We were able to obtain 100% federal funding to restripe almost 80 miles of roads with centerline and edgeline polyester paint at \$148,631. The Wayne Road Drainage Improvement project was started in 2015 with a grant from OPWC in the amount of \$115,000 and an extra \$30,000 from District 8 of ODOT. This project will be completed in the spring of 2016. In addition, we bid a safety improvement project in 2015 that will be completed in 2016 that involves

the widening of narrow locations to eliminate the need for guardrail in 6 locations. This project is also being funded in majority with OPWC grant dollars.

Safety Improvements scheduled for 2016 and beyond are covered in a separate article in this annual report, but include an intersection

improvement at Gurneyville Rd. and North Curry, a curve and intersection improvement at Farmers Rd. and SR350 and a curve improvement at Antioch Rd. near the county line. The safety of the traveling public is important to us and we will continue to look for any opportunity to improve our highway system.

A summary of all maintenance and construction costs for 2015 has been included in this report for your review.

Last season's winter storms (December of 2014-April 2015) were fairly consistent with a typical winter. We spent more than 3,300 hours on the road driving 72,900 miles and using over 18,000 gallons of fuel while putting down 2,800 tons of salt and grit. Our total cost for snow and ice removal was \$359,043. It looks like our current winter season may be mild compared to last year.

For the past 10 years, we have seen a decline in the revenues used for the maintenance and improvement of your county roads and bridges. While we once were able to do more replacement on our bridges, we are now having to repair and rehabilitate to keep our bridges from declining. At one time we could afford to resurface up to 20 miles of roads each year along with 30 plus miles of sealing. We are now dependent on finding grants to supplement our annual program for resurfacing roads. License fees and gas tax account for over 80% of our annual funding. The income from these funds has actually declined over the last 10 years while the cost of materials has increased. We cannot continue to maintain our local infrastructure to the level that is expected without additional funding. The challenges that face us in 2016 are the same ones we faced last year: trying to do more with less. Our office and highway workers will continue to work to ensure the safety and welfare of the traveling public.

Respectfully submitted



Clinton County Engineer's Office & Highway Facility

2015  
TAX MAP SUMMARY

Total Parcel Transfers	2506
Deed Pre-approvals	1633
Existing deeds checked	1270
Survey plats filed	125
Total Property Splits & Resurveys	
Minor Splits < 20 ac.	32
Over 20 acres	10
Resurveys	77
Exempt	20
Combinations	16
Total Parcels Reviewed	
(include replat)	160
Annexations reviewed	0
Major Subdivisions	
Recorded	3
Road Dedication	1

Total Pay-in—General  
\$2,114.98

SNOW & ICE REMOVAL

Regular Hours	1680.75 hrs.
Overtime Hours	1611.25 hrs.
Grit (small stone)	2515.66 ton
Salt	1345.83 ton
Miles Driven	72,900 miles
Fuel Used	18,225 gals.
TOTAL COST:	\$359,043.87
	(11/17/14—03/06/15)

2015  
PERMITS & REVIEWS

Utility Permits Granted	52
House Numbers Assigned	24
Access Permits Issued	57
Crash Reports Reviewed	1234
Hauling/Overload Permits	10

MISC. MAINTENANCE  
COSTS

Trash Pickup  
(3/23/15—4/9/2015) \$41,287.59

Water-Based Pavement Marking:  
Centerline (43.223 mi) \$22,908.19  
Edgeline (59.828 mi) \$25,426.90

Polyester Pavement Marking:  
Centerline (88.033 mi) \$70,602.47  
Edgeline (129.999 mi) \$75,529.42  
Mobilization & Traffic \$2,500.00

## Facts & Figures

### 2015 REVENUE

Motor Vehicle Tax (State)	\$ 1,370,776.18
Gas Tax	\$ 2,356,712.91
Reimbursements	\$ 376,972.14
Interest Income	\$ 2,030.28
Fines	\$ 139,327.98
Miscellaneous	\$ 57,741.33
Permissive Tax	\$ 72,361.39

**TOTAL:** \$ 4,375,922.21

### 2015 EXPENDITURES

Personnel	\$ 2,329,978.99
Admin (non-personnel)	\$ 49,382.45
Road Expenditures	\$ 1,488,369.52
Bridge Expenditures	\$ 255,167.31
Capital Expenditures	\$ 349,927.25
Buildings & Grounds	\$ 67,271.24

**TOTAL:** \$ 4,540,096.76

RISING COSTS & DECLINING REVENUE INCREASES NEED FOR FUNDING

## 2015 Bridge Replacements and Major Culverts

Road	Bridge #	Type of Bridge	Cost
Port William	5-7.21	Prestressed Box Beam	\$ 211,750*
Brown	79-0.030	Precast Box Culvert	\$ 82,561
Spring Hill	2-0.39	Spray-Applied Liner	\$ 68,456
Frazier	28-1.447	Concrete Box	\$ 89,594
Hales Branch	49-3.125	Concrete Box Extension	\$ 23,054
<b>TOTAL:</b>			<b>\$ 475,415</b>

\*OPWC -79%/Local 21%



Port William Bridge Rehab



Brown Road Precast Box Culvert

Frazier Road Concrete Box Culvert

## 2016 Proposed Bridge Repair & Replacement

Road	Bridge #	Type of Bridge	Cost Est.
Starbuck	11-0.52	Prestressed Box Beam Repair	\$ 50,000
Horseshoe	186-01.67	Precast Concrete Box	\$ 85,000
Port William	5-09.30	Waterproof Deck and Resurface	\$ 10,000
Hunter	185-00.27	Waterproof Deck and Resurface	\$ 10,000
Clark	240-01.46	Waterproof Deck and Resurface	\$ 10,000
Brown	79-02.192	Culvert Lining	\$ 15,000
Gurneyville	15-01.703	Culvert Lining	\$ 15,000
New Burlington	5-01.680	Culvert Lining	\$ 10,000
Cox	9-05.070	Culvert Lining	\$ 10,000
Williams	43-0.334	Pipe Replacement	\$ 30,000
Stone	23-0.446	Box Replacement	\$ 40,000
<b>TOTAL:</b>			<b>\$ 285,000</b>



**Tom Hodson, Assistant Engineer  
Retires after 26+ years with County**



Tom retired on October 29, 2015. He was responsible for reviewing subdivision plans, drainage calculations, structural designs and bridge inspections, just to name a few. Tom's dedication and integrity is greatly appreciated and we wish him the very best in his retirement!

**Grant Dollars  
Save County Dollars**

**Federal Monies Received for Projects in 2015**

CR15/CR66/TR193 Sight Imp	\$ 9,313.34
Pavement Marking	\$148,631.89
Farmers Rd Sight Improv	\$ 8,638.76
CR10/CR16/CR81 Reconstr	\$ 3,056.97

**OPWC Monies Received for Projects in 2015**

Wayne Road Drainage	\$115,000.00
Port William Bridge Rehab	\$151,000.00

**TOTAL GRANT MONIES RECEIVED: \$435,640.96**

Overall, the continuous changes being made to signage, roadways, pavement marking, etc. have resulted in a reduction of traffic crashes, as indicated on the following chart:

Total Crashes  
5 Year Reports  
County and Township Roads

2002-2006 = 1616
2003-2007 = 1610
2004-2008 = 1572
2005-2009 = 1495
2006-2010 = 1379
2007-2011 = 1307
2008-2012 = 1223
2009-2013 = 1145
2010-2014 = 1087
2011-2015 = 1080

# 2015 Resurfacing

Road Name	Length	Description	Cost
Antioch	1.419	Single Seal	\$ 18,459
Beechgrove	2.465	Single Seal	\$ 30,060
Bernard	3.579	Single Seal	\$ 34,659
Brown	2.641	Single Seal	\$ 26,924
Derivan	1.960	Single Seal	\$ 20,616
Gallimore	3.951	Single Seal	\$ 41,896
Gano	2.716	Single Seal	\$ 28,403
Gleason	2.021	Single Seal	\$ 21,081
Gurneyville	1.859	Single Seal	\$ 44,463
Jamestown	0.242	Single Seal	\$ 2,822
Larrick	2.359	Single Seal	\$ 25,688
Moore	0.954	Single Seal	\$ 9,312
Ogden	2.748	Single Seal	\$ 31,933
Paintersville	0.315	Single Seal	\$ 3,024
Sabina	6.971	Single Seal	\$ 54,311
Terrell	3.089	Single Seal	\$ 31,191
Texas	1.135	Single Seal	\$ 11,330
County Lot		Single Seal	\$ 3,931

**TOTALS: 40.424 \$440,103**

Avg. Cost of Single Seal Per Mile—\$10,790 (includes cost of stone)

Avg. Cost of Asphalt Resurfacing—\$100,000 per mile

## 2015 Highway Department Crew!



from back left to front right) Earshel Muncy, Todd Bailey, Eric Reiley, Tom Thatcher, Joe Kinder, Brian Long, Bryan Dalton, Nick Smith, Jeff Nichols, Bob Drake, Ed Hensley, Chris Williamson, Nate Denniston, Rodney Campbell, David Thornburg, Chris Hamilton, Bryan Linkhart, Bryan Drake, Randy Mitchell (Highway Superintendent), Mike Runk, Gerald Moberly, Brandon Woodruff, Caleb Bean, Phillip Scott and Ron Morris, Jr.

## WORKING TO IMPROVE YOUR SIGHT & SAFETY

*By Adam Fricke, Deputy Engineer*

Each year, the Ohio Department of Transportation publishes a map of “High Risk Rural Routes” – segments of roadways that have experienced a higher than expected number of crashes in the previous three years. Segments of roadway that show up on this map are the only segments which are eligible for Federal

Highway Safety Improvement Program (HSIP) funding. While this office strives to keep the county’s roadways as safe as possible, there are times when segments of Clinton County’s roadways are included on this map and become eligible for federal fund-

ing to make safety improvements. The type of improvements required depends upon the type of crashes that have occurred in this segment (head-on collisions, run off the road crashes, etc.), but often times the required improvements are of such a scope that grant dollars are required in order to make the project feasible. Clinton County has applied for, and received grants for, three HSIP projects in the next few years.

The Gurneyville Rd. project involves removing three hills / valleys, widening the pavement, improving sight distance at the intersection with N. Curry Rd., and improving ditches and side slopes for over 2000’ of Gurneyville Rd. in Union Twp. The estimated construction cost of this project is \$700,00 of which 80% is being paid for out of the federal HSIP funds and the remaining 20% is being paid for with a grant from the Ohio Public Works Commis-

sion. Tree removal on this project has been completed ahead of the April 1 clearing deadline required due to potential impacts to endangered bat species habitat. Utility relocation is currently underway, and the actual construction contract is set to bid in late May 2016.



*Gurneyville Road*

The Farmers Rd. project involves removing two hills / valleys, widening the pavement, improving one curve, and improving ditches and side slopes for over 2100’ of Farmers Rd. in Washington Twp., just north of SR 350. The estimated construction cost of this project is

\$682,000 of which 80% is

being paid for out of the federal HSIP funds. The construction plans are 90% completed, and the process of appraising and acquiring right-of-way is under way. Construction is scheduled for late summer of 2017.

The Antioch Rd. project involves removing a hill, widening the pavement, improving one curve, and improving ditches and side slopes for 1500’ of Antioch Rd in Green Twp. just north of the Highland County line. The estimated construction cost of this project is \$806,400, of which 80% is being paid for out of federal HSIP funds. Construction is scheduled for the summer of 2021.

Combined, these projects represent nearly \$2.2M worth of safety improvements to Clinton County Roads, with over \$1.75M coming in the form of federal HSIP grants.

Clinton County Engineer  
1326 Fife Avenue  
Wilmington, OH 45177

Phone: (937) 382-2078  
Fax: (937) 382-5318

**“Don’t let what you cannot  
do interfere with what you  
can do.”**

*-John Wooden*