

CLERMONT COUNTY ENGINEER'S OFFICE

ANNUAL REPORT



2018



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 2018 Annual Report for your review. This report details the work of the Clermont County Engineer's Office in 2018 and provides a summary of the work we expect to accomplish in 2019.

The Clermont County Engineer's Office is responsible for the maintenance of our county's roadway network, as well as the repair and construction of our local bridges and culverts. The increase in the gas tax that was recently passed by the state legislature will generate approximately \$1.5 million annually for each Ohio county, including Clermont. While this adjustment will increase our annual operating budget, it will make up only a portion of the funding deficit from nearly two decades of flat revenue.

Over my term as county engineer, we have successfully leveraged outside sources of funding to supplement our capital improvement program; this past year was no exception. The strength of our partnerships at the local, state and federal level have certainly been positive factors in a challenging funding environment for infrastructure work.

Thank you for the opportunity to submit the following accomplishments for your review.

Sincerely,

A handwritten signature in black ink that reads "Patrick J. Manger". The signature is written in a cursive, flowing style.

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

Engineer's Office Functions

Administration & Finance

Budget, Payroll & 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 & 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 & Culvert Maintenance
Roadside Mow/Trim/Guardrail
Safety - Personnel Training
Snow & 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: 64*

*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 64 or less; 50% of county roads have a score of less than 64.

Clermont County is currently on a 38-year paving cycle

New pavement has a 10-12 year life expectancy

Bridge Condition Report



416

Number of Bridges

Of the **416** bridges maintained by the Clermont County Engineer's Office, 269 have a rating of good or better.

149

Since 2001, the county has replaced 149 bridges

50

A bridge has a 50-year functional life expectancy

182

Clermont County has 182 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

2656

Culverts

158

Number of Critical Pipes
(Rated at 3 or less)

7.2

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.

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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
\$760,000



Bridge Projects
\$1,162,452



New Equipment Purchases
\$611,299

TOTAL INVESTMENT:
\$2,533,751

CAPITAL IMPROVEMENT GRANTS: \$435,266

In 2018, the Clermont County Engineer's Office was able to secure funding for approximately 17% 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 nearly 400 roadway miles, more than 400 bridges and over 2,500 culverts.

CCEO maintenance work falls into nine different categories.

TOTAL HOURS: 50,367



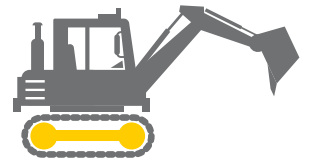
Berming
5,578



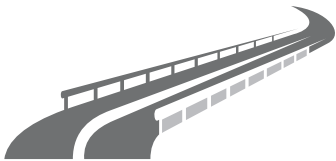
Bridge & culvert maintenance
8,457



County road maintenance
9,467



Ditching
4,054



Guardrail
1,917



Mowing
8,330



Potholes
6,680



Signs & pavement markings
4,799



Snow & ice removal
1,085



Did you know?

In 2018, there were 15 snow events that required the use of 5,681 tons of salt.

Financials

In 2018, the Clermont County Engineer's Office managed a comprehensive resurfacing program, addressing 25 roadway miles on 10 different county roads.

Resurfacing Program

Airport Road

Patterson Road to SR 125
0.819 miles

Project Cost:
\$5,482.52

Bethel-Hygiene Road

SR 133 to Dean Road
1.6 miles

Project Cost:
\$33,910.66

Bethel-New Richmond Road

SR222 to SR 232
2.625 miles

Project Cost:
\$289,043.43

Eastgate Square Drive

Aicholtz Road to Eastgate South Drive
0.442 miles

Project Cost:
\$24,500

Laurel-Nicholsville Road

SR 232 to SR 222
1.269 miles

Project Cost:
\$37,142.25

Manila Road (North)

Woodville Pike to Goshen Road
0.956 miles

Project Cost:
\$49,891.07

Manila Road (South)

Cedarville Road to Woodville Pike
1.373 miles

Project Cost:
\$56,540.43

Oak Corner Road

Bethel-Maple Road to SR 125
2.841 miles

Project Cost:
\$87,913.70

Sodom Road

Bethel-Maple Road to Brown County line
1.901 miles

Project Cost:
\$9,993.55

Swings Corner-Point Isabel Road

Mount Olive-Point Isabel Road to Crane Schoolhouse Road
6.015 miles

Project Cost:
\$56,371.20

Woodville Pike (East of Goshen Road)

Goshen Road to SR 727
3.619 miles

Project Cost:
\$38,041.50

Woodville Pike (East to Goshen Road)

SR 132 to Goshen Road
1.486 miles

Project Cost:
\$20,302.87

CCEO PROJECT EXPENDITURES:

10 ROADS | 25 MILES | \$709,133.18

Landslide Program

In 2018, the Clermont County Engineer's Office addressed one landslide in Miami Township at a total cost of \$50,000.



Beechwood Road
Miami Township
Project cost:
\$50,000

Bridge Program

In 2018, the Clermont County Engineer's Office completed maintenance and repairs of eight bridges/culverts at a total cost of \$1,210,362.

Bristol Road

T545-0.17

Project Cost:
\$550,970

Jet Hill Road

C135-0.48

Project Cost:
\$102,350

Jones Florer Road

C63-1.21

Project Cost:
\$98,430

Manila Road

C81-0.56

Project Cost:
\$109,162

Manila Road

C81-0.85

Project Cost:
\$93,200

Patterson Road

T49-0.27

Project Cost:
\$109,840

Sodom Road

C111-1.37

Project Cost:
\$98,500

Brown Road

T-43-0.22

Project Cost:
\$47,910

Revenue Sources



\$7.2 Million
Vehicle License Fees



\$2.41 Million
Fuel Tax



\$57,482
Project Reimbursements



\$439,345
Miscellaneous Sources
(e.g., inspection fees, sale of equipment, etc.)

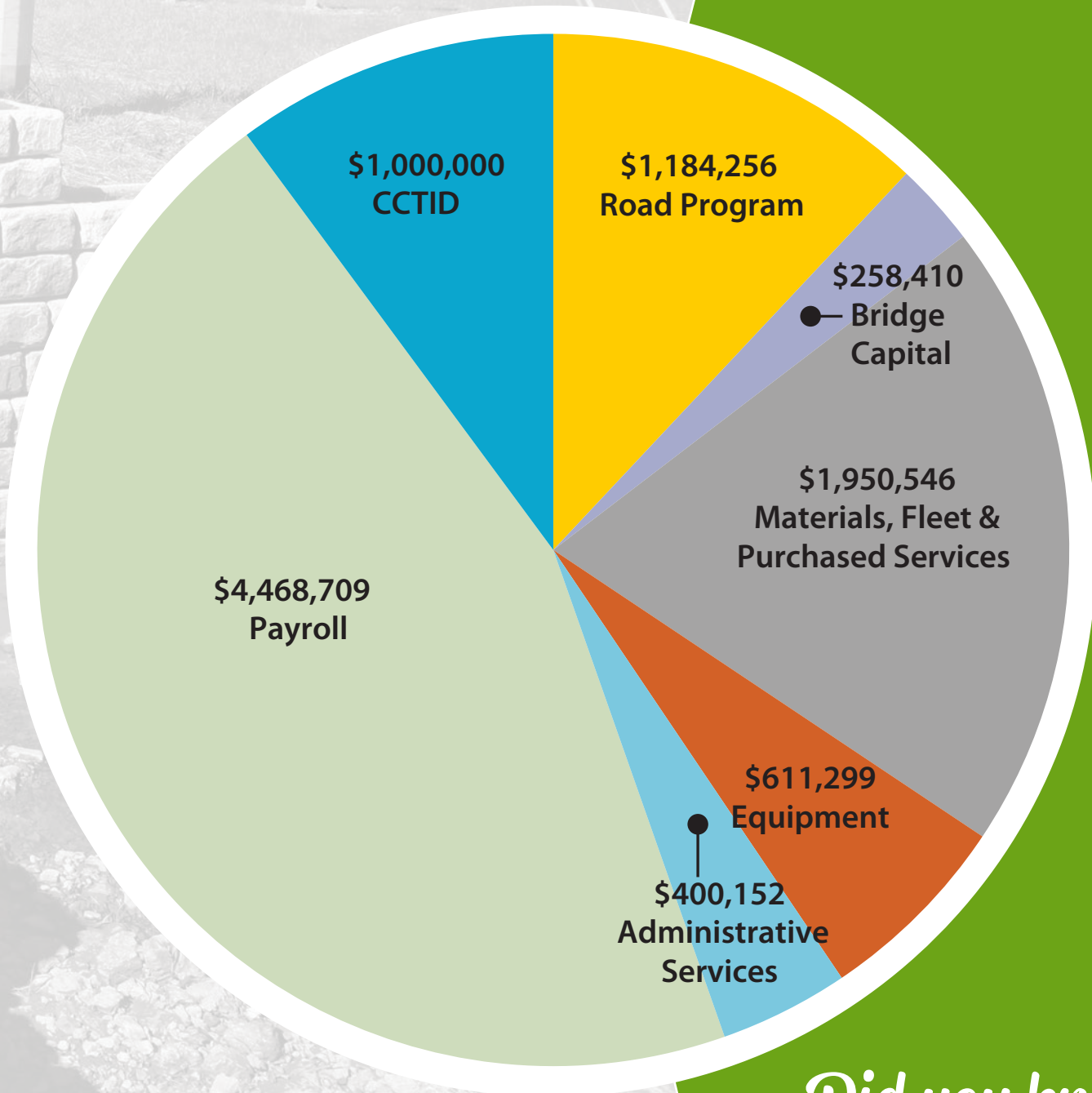


\$293,040
Subdivision Bonds
(Performance Bonds held by the Engineer's Office – not available for operating expenses)

TOTAL REVENUE:

\$10,399,867

2018 Expenses



TOTAL EXPENSES:

\$9,795,515

Did you know?

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

LOAD
LIMIT

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2019 Proposed Capital Improvements

Road Program

This year's road program will address approximately 36 roadway miles in Clermont County. This annual program is expected to total nearly \$2.1 million and pave the way for safer travel on 16 county roads.



PROJECT TOTALS:
16 Roads | 36.13 Miles
\$2,073,839.75

In 2019, the following streets will be resurfaced:

Airport Road

Patterson Road to SR 125

Project cost:
\$48,225.80

Oak Corner Road

Bethel-Maple Road to SR 125

Project cost:
\$156,355.70

Bootjack Corner Road

Brown County Line to SR 133

Project cost:
\$104,738.00

Sodom Road

Bethel-Maple Road to Brown County Line

Project cost:
\$93,193.20

Ferris Road

McMann to Bach-Buxton Road

Project cost:
\$85,242.65

Twin Bridges Road

Lake Access Road to SR 133

Project cost:
\$142,321.00

Laurel-Nicholsville Road

SR 232 to SR 222

Project cost:
\$67,855.80

Woodville Pike (East of Goshen Rd)

Goshen Road to SR 727

Project cost:
\$373,468.40

Manila Road (North)

Woodville Pike to Goshen Road

Project cost:
\$54,915.20

Woodville Pike (West of Goshen Road)

SR 132 to Goshen Road

Project cost:
\$140,884.80

Manila Road (South)

From Ccedarville Road to Woodville Pike

Project cost:
\$78,333.60

In 2019, repair work will take place on the following roads:

Amelia-Olive Branch Road

Clough Pike to Judd Road

Project cost: \$36,976.50

Burdsall Road

Jackson Pike to Brown County line

Project cost: \$127,507.50

Garrison Spurling Road

SR727 to Warren County line

Project cost: \$101,931.75

Bethel-Concord Road

Twin Bridges Road to Dead end

Project cost: \$96,673.25

Clough Pike

Batavia Village limit to Amelia-Olive Branch Road

Project cost: \$35,223.75

Goodwin Schoolhouse-Point Isabel Road

SR 133 to Mount Olive-Point Isabel Road

Project cost: \$195,181.25

Bethel-Concord Road

SR 133 to Dead end

Project cost: \$59,346.00

Summerside Road

Old SR 74 to Beechwood Road

Project cost: \$75,460.60

Landslide Program

In 2019, the Engineer's Office anticipates spending \$300,000 to address three landslides in three different townships.



Neville Penn Schoolhouse

Washington Township
Project cost: \$100,000

Price Road

Miami Township
Project cost: \$100,000

Stonelick Williams Corner

Stonelick Township
Project cost: \$100,000



Bridge Program

In 2019, the Engineer's Office will address 10 bridges in five townships, investing approximately \$1.9 million in the repair of these aging structures.

Elklick Road

C44-0.15
Batavia Township

Project Cost: \$116,864

O'Bannonville Road

C98-1.88
Goshen Township

Project Cost: \$105,417

Gibbs Road

T195-1.11
Goshen Township

Project Cost: \$30,000

Woodville Pike

C133-4.60
Goshen Township

Project Cost: \$115,876

Lindale-Mt. Holly

CC71-9
Monroe Township

Project Cost: \$97,040

Woodville Pike

C133-4.94
Goshen Township

Project Cost: \$122,540

Monterey Road

C85-1.27
Jackson Township

Project Cost: \$112,682

Woodville Pike

C133-6.17
Goshen Township

Project Cost: \$123,488

Ninemile-Tobasco Road

C95-1.15
Pierce Township

Project Cost: \$940,000

Woodville Pike

CC133-11
Goshen Township

Project Cost: \$123,310

PROJECT TOTALS:

10 Bridges | 5 Townships
\$1,877,217

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.

In addition to multiple infrastructure improvements throughout the county, the CCTID is working with its partners to make travel to and from SR 32 safer and easier by completing a series of coordinated improvements along the SR 32 Corridor between Eastgate and Batavia.

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.

In 2019...

The CCTID will invest approximately \$30 million in new projects, including construction on the extension of Clepper Lane to Bach-Buxton Road, as well as the widening of Old SR 74 from Schoolhouse Road to GlenEste-Withamsville Road with access improvements at Old SR 74, Tealtown Road and Paul Drive. Work on SR 32 at Bells Lane and safety improvements on Branch Hill-Guinea Pike also will be completed.

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!

Administrative Office
2381 Clermont Center Drive
Batavia, Ohio 45103
513-732-8857
513-732-8875 (fax)
www.clermontengineer.org

Highway Department
4009 Filager Road
Batavia, Ohio 45103
513-732-8869



