



2012—2013 Annual Report of the Engineer

This report is prepared by the Allen County Engineer as directed by Section 5543.02 of the Ohio Revised Code

"FIRST, DO NO HARM"

OHIO HOUSE AND SENATE ACTIVITIES

Milton Friedman once said, *"The government solution to a problem is usually as bad as the problem."* While he may have said this with 'tongue-in-cheek' he meant that governing bodies should first consider the consequences, before enacting legislation. The physician's rule, *"first do no harm"* should also be the first rule of legislators when contemplating thrusting new legislation on their constituents. As the 2013 president of the County Engineers Association of Ohio (CEAO), I have had the unique experience in the past two months of testifying in hearings in both the Ohio House and Ohio Senate on legislation affecting our local governments. Parts of the 2013 Transportation Bill (known as HB 35 and later as HB 51) that passed both houses recently, will certainly have impacts on county, township and municipal officials.

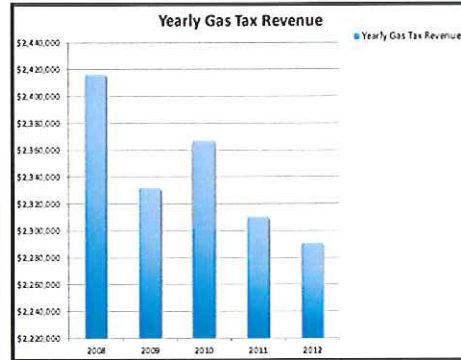
TRUCK WEIGHT LIMIT INCREASE AMENDMENT DEFEATED

The Ohio House passed House Bill 35 known as the Transportation Bill, with a last-minute amendment added to the bill by State Representative Lynn Wachtmann. The amendment would have increased the maximum weight that could be carried by trucks from 80,000 pounds to 90,000 pounds on state highways. This increase would have devastated our local roads as trucks left state routes. The House passed the bill with the amendment included. Then the Ohio Senate Transportation Committee heard testimony on HB 35. The County Engineers Association of Ohio (CEAO), the Ohio Township Association (OTA), the County Commissioners Association of Ohio (CCAO) and the Ohio Municipal League (OML) presented a joint letter to the Ohio Senate expressing opposition to the amendment. In the letter the organizations stated, *"Although the increase is restricted to vehicles on the state highway system, one must consider how these vehicles arrive on the highway, not to mention instances in which drivers make wrong turns or take alternative routes to save time."* Consequently, the Senate took the overweight truck language out of the bill. The Senate also combined HB 35 with HB 51. However, the House refused to concur with Senate changes and was ready to reinstate the amendment as the bill went to a conference committee. County engineers, township trustees, county commissioners, city and village representatives again expressed their opposition to the amendment. Locally, Jerry Gilden, Howard Elstro, Roy Hollenbacher, Jay Begg and I held a news conference, which was reported by WLIO TV, opposing the increase in truck weight limits. The Ohio House and Senate, under pressure from local officials, did not reinstate the truck weight increase amendment when it came out of the conference committee and was passed by both houses without the truck weight provision.

STATE WILL NOT SHARE CAT TAX REVENUE ON MOTOR FUELS

The Ohio Supreme Court recently ruled that monies collected from the Ohio Commercial Activity Tax (CAT tax) on motor fuels could only be used for highway purposes. Article 12, Section 5a of the Ohio Constitution prohibits using taxes derived from license fees and fuel tax for purposes other than highway purposes. HB 51 and HB 59 which have passed by both houses, allocates the revenue on CAT tax motor fuels, estimated at \$140 million, solely to the Ohio Department of Transportation and to the State of Ohio for retirement of OPWC bonds. Since counties, townships and municipalities have been hit hard by cuts in funding from the state's budget and the decline in gas tax revenues

(see chart), it is very discouraging that the Ohio Legislature has disbursed the CAT tax on motor fuels entirely to the State of Ohio. Across Ohio counties, townships and municipalities maintain 83% of all road miles in Ohio. Further-



more, county engineers maintain 60% of the 44,900 public bridges in Ohio. Of all the Ohio bridges needing to be replaced immediately, 85% of those bridges are county maintained bridges. The Ohio Constitution, which sets aside motor fuel

tax revenue to be used for maintenance of "highways," was written to include all public highways, not just those maintained by the State of Ohio. The \$140 million dollars of annual revenue from the CAT tax on motor fuels should be shared with all government entities at the same rate as our current gas tax formulas.

OTHER PROVISIONS IN HB 51 AS PASSED BY BOTH HOUSES

- 1) An amendment requiring ODOT to reimburse counties for the cost of relocating county water and sewer lines when necessitated by a state highway project. The administration had opposed this.
- 2) Permits county commissioners to establish road vacation fees to be paid by any person or entity that petitions the board of commissioners to vacate a public road.
- 3) Changes the name of the Ohio Turnpike Commission to the Ohio Turnpike and Infrastructure Commission and essentially permits this commission to issue bonds, collect tolls, and authorize the construction of "infrastructure projects" around the state.
- 4) Local authorities, will be required to erect stop signs at a railroad highway grade crossing if (A) new warning or protective devices that are not active lights or gates are being installed at the grade crossing, and railroad crossbucks were the only warning devices at the grade crossing prior to installing the new warning devices, and (B) the grade crossing is constructed after the bill's effective date and only warning devices that are not active grade crossing warning devices are installed at the grade crossing. The stop sign requirements do not apply to a railroad highway grade crossing that the Director of Transportation has exempted from those requirements because of traffic flow or other considerations.
- 5) Permits oversize and overweight vehicles that are legal on the Ohio Turnpike to operate for up to two miles from the Ohio Turnpike without having to get a special permit.
- 6) Permits registration for trailers and semi-trailers for any number of years, including permanent registration, rather than registration for a period of not more than five years, and requires such permanent registrations to pay state and local motor vehicle license fees that are eight times the annual fee.

Tim Piper

Roadway Projects

David R. Louth, P.E., S.I., Roadway Engineer



In 2012, over \$1.5 million dollars were spent for county, township & village road work. Our county road crews and our paving contractor were very busy paving 26 miles of county, township and village roads and sealing 38 miles of roads; sealing is another name for tar & chip application to the surface of the roadway. Seal acts as a water sealant to keep pavement from absorbing water.

The Allen County Engineer, representing the six eastside townships, also applied for and received \$750,000 in O.P.W.C. Issue 1 funding in 2012.

The 80% funding enabled each township to pave approximately 2¼ miles of their respective roadways. Each township was responsible for their remaining 20% share of the total cost of the project. The Allen County Engineer's Office managed and inspected this Issue 1 paving project that was constructed by Bluffton Paving.

Also in 2012, the Allen County Engineer applied for and received \$795,520 in Federal funding for the concrete joint repair and asphalt resurfacing of 4.83 miles of Lincoln Highway between the Village of Cairo and the Village of Beaverdam. That funding helped to pay for 80% of the total cost of the \$994,400 project. The remaining 20% or \$198,880 was paid out of local funds by the Allen County Engineer. The Lincoln Highway project was completed by Bluffton Paving.

Traffic Department — By: Bruce Fricke, Traffic Supervisor



The traffic department striped just over 300 miles of roads in 2012; which consisted of 203 miles of county roads, 58.2 miles of township roads and 38.8 miles of city/village roads. The department will be striping around 300 miles again in 2013.

In 2012, the traffic department was very busy replacing existing road name signs with new upper/lower case name signs. The new signs are more reflective so they are easier to read at night. These signs were 80% federally funded and Garden State Highway Products, Inc. was awarded the bid for the supply and delivery of the signs. The installation was completed in August.

2013 is shaping up to be another busy year. In addition to the normal day-to-day operations of the department, the Allen County Engineer was awarded two more grants for sign replacement. All bridge load limit signs will be replaced with the help of an 80% federal grant. All school zone signage at kindergarten through eighth grade buildings will be replaced through the Safe Routes To School Program (80% federal funds, 20% Ohio Department of Transportation).

Due to the dissolution of the Village of Fort Shawnee, the Traffic Department has taken over 2 additional traffic signals for a total of 16. The department also maintains 3 county owned flashers and helps to maintain 3 village traffic lights.



WINTER SNOW REMOVAL

From the desk of Daniel A. Hanjora— Road Superintendent

The last couple of winters have been quite unusual here at the Allen County Engineer's Office. Our road salt contract for the winter of 2010-2011; was for 3500 ton (\$59.73/ton); we used all of the road salt that we purchased. Then came the mild winter of 2011-2012; which our salt contract was again 3500 ton (\$60.67/ton, slight increase over previous year); we used 2000 ton and stored 1500 ton.

This winter, 2012-2013 our contract for road salt was for 1800 ton (\$47.21/ton which was \$13.46/ton less than the previous year). When adding the 1500 ton that we stored from last winter, that gave us a total of 3300 ton to start this winter season; of which we used 2100 ton; we will be storing the remaining 1200 ton for Winter 2013-2014. In our history of plowing snow we have never had to stock pile road salt. The mild winter of 2011-2012 helped the budget and we were able to stock pile salt to be used for the next winter.



Tax Map Office

by Michael Howbert, P.S. Tax Map Surveyor

The Tax Map Office is responsible for maintaining the Tax Map for the County. The office has processed 486 parcel splits and combinations for the 2012 tax year. Along with the tax map the office also maintains the County Road Map and the County Plat Books. We also review the property descriptions for all sheriff sales which numbered 656 for 2012. Surveys are also reviewed by this office to meet the County Conveyance Standards, there were 275 surveys submitted for review in 2012.

2012—2013 Bridges & Culverts

By: Brion E. Rhodes, P.E., P.S.— Chief Deputy Engineer / Bridge Engineer

The Allen County Engineer is responsible for the inspection, maintenance and replacement of 378 bridges within the county. To manage such a large system, County Engineer Tim Piper relies on the Bridge Department to maintain each bridge for as long as possible. While the average bridge is expected to last fifty years, actual life expectancy can vary anywhere from 25 to 100+ years. With such a long list of responsibilities, ongoing funding issues can play havoc on our replacement scheduling.

FORCE ACCOUNT PROJECTS

Our 2012 bridge program included the replacement of a deficient bridge using Ohio Public Works Commission (OPWC) State Issue 1 funding. The Bentley Road Bridge No.

JAC-TR 239-0.60 over the Little Hog Creek is located between State Route 81 and Lafayette Road in Jackson Township. The bridge had been

CLOSED to traffic since February 29, 2012 due to structural deficiencies and with a twenty-eight stressed concrete box

was replaced foot wide pre-beam bridge. formed by our utilizing a from OPWC

(80%) of the project cost. Since the job was performed by our Force Account Crews, we utilized In-Kind Contributions (Labor and Equipment) to cover our twenty percent (20%) share of the cost. In addition, we were reimbursed for our labor and material costs, making this project very affordable.

The Beeler Road Bridge No. SHA-TR 150-0.90 over the Little Ottawa River was closed over the summer for extensive concrete deck repair by our Bridge Crew. The concrete slab bridge is located between Hume and Bowsher Roads in Shawnee Township.

County Forces also replaced an aging and deficient Madden with 72' of 60" diameter concrete pipe. The included adding subsidizing the roadway, up the berms. The way is now much safer

Road Culvert reinforced project also surface tile, and building wider passage-for the traveling public.

The Ninth Street Bridge No. PER-TR 615-0.24 between St. Johns Road and Lennox Avenue was also replaced in 2012. This project involved removing the old narrow structure and replacing it with a concrete box culvert, including headwalls, seeding and mulching.

The Bridge and Drainage Crews were active in all reaches of the county in 2012, including all 12 townships. The cooperative effort they put forth throughout the year is greatly appreciated.

Drainage Crew personnel completed 176 drainage improvements throughout the county, ranging from the typical hydro-cleaning to the full replacement of drainage systems. Their work is completed very professionally and highly valued.

FEDERAL BRIDGE REPLACEMENTS

The first bridge project was the Elm Street Bridge No. AME-CO 118-0.89 over the Ottawa River, which is located between Copus and Stevick Roads in American Township. This bridge had been closed since May 29th, 2012 when it was closed for replacement by the contractor Vernon Nagel, Inc. (Napoleon, Ohio).



deck measuring 208 feet in (6) feet wider bridge. The Al-replaced the

bridge utilizing ODOT's Local Bridge Replacement (LPA) Program, which used federal funds to cover 80% of the \$ 963,863.44 construction cost. The remaining amount will be paid by the Allen County Engineer using a combination of (15%) federal credit bridge money and (5%) Motor Vehicle and Gasoline Taxes. To save additional funds, the Allen County Engineer used in-house staff to administer the construction and to perform the daily inspection.

The second bridge project was the Osman Road Bridge No. PER-TR 172-0.26, between Amherst and Wonnell Roads. The previous bridge was built in 1929 and was

20' wide. The replacement bridge is a prestressed concrete bridge and is 28' Road was closed for replacement by Jutte Excavating, (Ft. Recovery, Ohio). The new



crete box beam wide. Osman September 24 the contractor Inc. (Ft. Recovery) bridge was

An ongoing large and historic project which will have a long-lasting effect on the flow of traffic on the southwest perimeter of Lima is the Shawnee Road Roundabout and bridge replacement. Although the construction phase of the project will not begin until calendar year 2014, much preliminary work has been ongoing. Multiple land acquisitions and utility replacements are required for such an extensive project. Shawnee Road Bridge No. SHA-152-3.34 between Ft. Amanda Road and Cam Court was built in 1958. The existing steel beam structure is 36' wide and shows much deterioration. The new replacement bridge will be over twice as wide and with the addition of the roundabout at the Ft. Amanda Road intersection, will carry over 14,000 vehicles daily.

2012 Drainage Engineering ~ Year in Review and 2013 Work Elements Forecast

By: Douglass S. Degen, Drainage Engineer

All engineering and administrative work conducted by the **Drainage Engineering Department** is supervised and approved by **Timothy J. Piper, the Allen County Engineer**. This department has a dual role within the county structure. It operates as the reviewing agency for commercial, industrial, and residential developments, as well as the drainage consultant for the County Commissioners. Within this realm we are responsible for all Petitioned Drainage Improvements of which the Commissioners have final authority.

Douglass S. Degen, Drainage Engineer is the Supervisor of the Drainage Engineering Department as well as Superintendent of the Ditch Maintenance Department and as such is responsible for reviewing all of the work, budget, and assessment procedures, conducted by the engineering and ditch maintenance departments. To assist with these endeavors in the department are Assistant Drainage Engineer's **Nathan Davis** and **Andrea Rode**. They have been in the Drainage Department for a number of years and provide a wealth of knowledge.

Brandon Brenneman supervises all documentation and work completed within the Ditch Maintenance Department. All projects constructed through petition are placed on permanent maintenance once construction is completed. The Ditch Maintenance Crew also includes Josh Foster and Jeff Holmes.

As the drainage consultant for the Commissioners we manage the entire process of Petitioned Drainage Improvements. During the 2010 - 2011 construction seasons, five significant drainage improvements have been either completed or near completion. All projects constructed through petition are placed on permanent maintenance once construction is completed. Currently we maintain 203 miles of Open Ditch, 33 miles of Agricultural and Residential Conduits, 14 miles of Waterways, and 13 Detention Ponds. These projects benefit 205,173 watershed acres and 37,934 parcel owners.



Projects that were completed during the past construction through ORC 6131/ 6137 or ORC 1515 (ASWCD) and placed on our Permanent Maintenance Program include Lost Creek Ditch #1251, Moser Joint County #1266, Boughan #1271, Burkholder Group #1278, William Smith Joint County #1284, and Jason Lamb #1305.



Seven additional petitioned improvements, Baughman Ditch #1198 (Storm Sewer & Waterway), LaPoint Ditch #1275 (Storm Sewer & Waterway), American Village #1301 (Storm Sewer & Waterway), Elmview Drive #1302 (Storm Sewer), Dick Warrington/ Sugar Creek #1304, Lakeside Estates #1307 (Storm Sewer & Pond), Perry Counts #1308 (Storm Sewer Waterway), and Wapak Road Group #1309 are on our Spring roster for Hearings and Construction. We are currently coordinating the Surveying, Engineering, Plan Preparation, and Public Hearing Preparation processes and if approved for construction and completed; our responsibility includes the management of over \$15.5 million dollars in drainage improvements, benefiting over 190,000 watershed acres. Funding for the engineering, administration, construction and maintenance of petitioned drainage improvements is derived from funds acquired from parcel owners within the watershed of each project. The method and process are outlined in the Ohio Revised Code, Sections 6131, 6133, and 6137.



water Management & SMSCR is underway in compliance with supporting entity



We are also the County Engineer's compliance coordinators of the OEPA's Phase II Stormwater Regulations. An integral component of this program, of which our department manages for the County Commissioners, is the Storm-Sediment Control Regulations (SMSCR). A comprehensive re-writing of the and shall be adopted yet this spring. These regulations are necessary to be the latest mandates by Ohio EPA. The Stormwater Regulations are a self-funded entirely from permit and review fees acquired from developers.

The Drainage Department in conjunction with the Regional Planning Commission has continued to be the Allen County coordinators of a Cooperating Technical Partnership with FEMA and the United States Geological Survey to update the **FEMA Floodplain Maps**. In 2004, The Allen County Engineer, Allen County Auditor, and the Board of Allen County Commissioners entered into agreements with the Federal Emergency Management Agency (FEMA), the United States Geological Survey (USGS), and Woolpert, Inc. for the purpose of providing funding dollars for the Cooperating Technical Partnership /Floodplain Map Modernization Project. The entire project is extremely complex utilizing LiDAR Generated Ground Contours and Hydrologic & Hydraulic Stream Modeling, resulting in digital FEMA Floodplain Maps, for the entire county. The updated Floodplain Maps will be available on May 2, 2013. The proposed and existing maps can be viewed on the Allen County Auditors website at <http://www.allencountyohauditor.com/>; select Maps & GIS; search for your parcel by either Parcel Number, Address, or Owner; then select Floodplain Mapping. You may also call our office for addition assistance.

If you would like additional information on any of our projects, contact the **Allen County Engineers Office, Drainage Engineering Department**. Phone 419.228.3196.