

WASHINGTON COUNTY ANNUAL REPORT 2024

In accordance with Ohio Revised Code 5543.02, I hereby submit the annual report of the condition of the roads, bridges, and culverts on the Washington County Highway System for 2024.

The Washington County Engineer & Highway Department is responsible for maintaining 341 miles of two-lane county roads and 377 bridges within one of the largest geographic area counties in Ohio.

Maintaining these County assets to the condition level described herein is a tribute to the hard work and dedication of our supervisors and employees.

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FUN FACTS

The Donation Tract spanned parts of modern-day Adams, Fearing, Salem, Palmer Muskingum, Waterford, and Watertown townships in Washington County. The Ohio Company surveyed the land and divided it into 1,000 - 100 acre lots, free to those brave enough to settle the land north of Marietta.

Washington County is the 5th largest county by land area in Ohio, with 631.97 square miles.



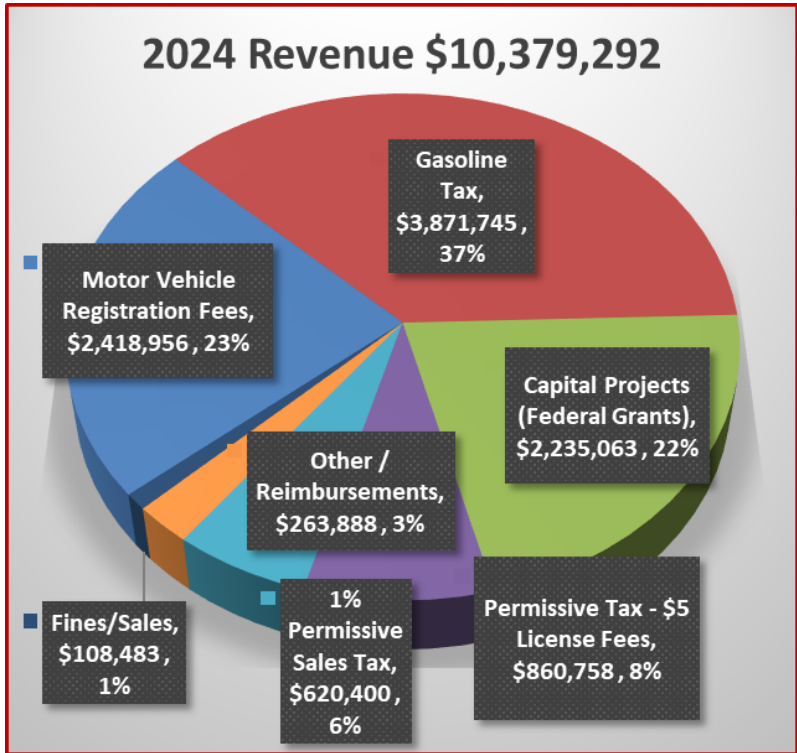
Budget—Revenue & Expense

The budget of the Washington County Engineer is made up of two sources of “permanent” revenue, known as MVGT, as well as several variable revenue sources.

The first “permanent” revenue source is *Motor Vehicle Registration Fees*, with the County enacting three of the four permissive license fees available by Ohio Revised Code (ORC). The second is the *Gasoline Tax*, shared equally state-wide by County. Together these two sources of permanent revenue are combined into a single revenue item, *MVGT*.

“Variable” revenue sources include sales, reimbursements, investment income, fines, and other receipts. There are also other forms of revenue that are competitive and require application and approval, thus varying year to year. These sources are actively pursued and include federal highway grants, OPWC grants and loans, and other state and local grants.

In 2024, the County received the final Federal and State FEMA reimbursement dollars from the 2019 disaster - five Federal projects were completed or in progress - and two OPWC projects were completed; resulting in total grant or loan pass through funds totaling 22% of the County revenue budget. **This total almost matches local taxpayer license fees, leveraging and maximizing local taxpayer dollars.**

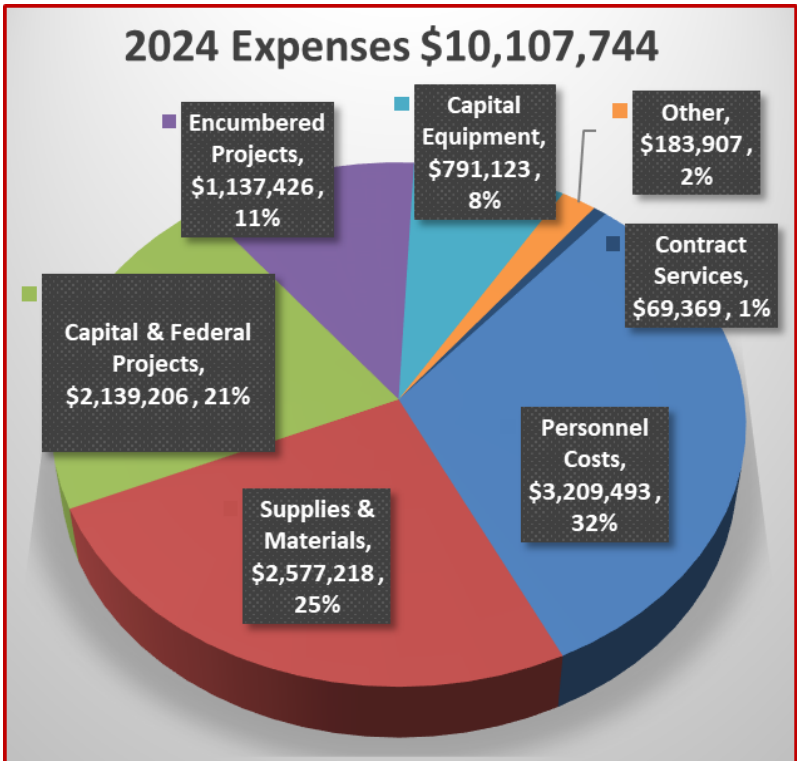


Permissive Sales Tax

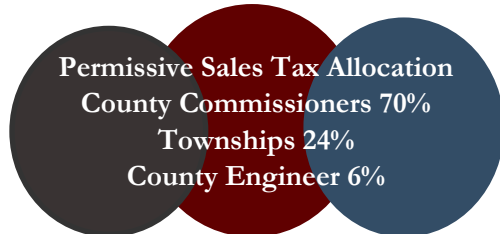
When enacted in 1983 by the Board of Commissioners, the Engineer's office received 60% of the total sales tax revenue from the County Commissioners. Washington County is unique in that this sales tax was first conceived and enacted to be shared with the Board and County road and bridge infrastructure improvements. Unfortunately, this allocation declined over the years to a point where in 2010 the County Engineer did not receive an allocation. In 2012 all parties agreed to a new formula: County Commissioners 74%, Township Trustees 22% (the largest percentage the townships ever received) and County Engineer 4% of the total permissive sales tax revenue collected.

In 2021, the County Commissioners again agreed to change the split of the 1% Permissive sales tax. In 2022, the new formula utilized to present day being: County Commissioners 70%, Township Trustees 24% and the County Engineer 6%. The County received \$620,400 in permissive sales tax in 2024, dedicated to road projects.

As many County and Township bridges face deterioration it has become an urgent priority to seek further reallocation. The County Engineer is responsible for the rehabilitation or replacement of 377 County bridges, 61% located on township roads & 39% on County roads.



The Engineer is requesting and pursuing a 1% Sales Tax allocation specifically for bridge projects, targeting 8% to County bridge per year. This allocation would generate approximately \$800,000 for bridge, while adjusting the road project allocation down to 4% or approximately \$400,000.



2024 Road Condition & Road Projects

Paving

In 2024, the County competitively bid three asphalt resurfacing projects, completing two in 2024 and the other carrying over into 2025. The projects completed in 2024 include: resurfacing of 5.69 miles on C-79 (Huck Rd) using WWW Funds along with a joint partnership with Muskingum Township paving a portion of T-271. The paving of C-4 (Waterford Rd, 2.83 miles), C-20 (Sandhill Rd, 2.25 miles), C-25 (Dana's Run Rd, 1.15 miles) & C-244 (Dana Rd, .95 miles) using OPWC Round 37 funding, awarded to and completed by Shelly & Sands. County MVGT funds, OPWC grant and loan funds, and WWW combined to make up the \$2,582,632.70 spent on resurfacing these roads. In 2024, County crews totaled over \$1.5 million in spot and grader patching various County roads.

Chip Seal

County Highway employees chip sealed 20.68 miles, using around 5,006 tons of stone, 125,962 gallons of CRS2-P and 55,051 gallons of QF-40 fog seal for a total chip seal price around \$765k. The county roads chip sealed were portions of C-3 (1.6 mi), C-9 (3.74 mi), C-12 (4.3 mi), C-51 (1.25 mi), C-56 (0.91 mi), C-99 (1.21 mi), C-197 (2.26 mi), C-248 (3.11 mi), C-365 (0.30 mi). Chip sealed roads were also fog sealed.

Gravel Road Program Update

In 2023 the County Engineers Office requested funding assistance to hard surface the remaining 16 miles of gravel county road, but did not receive the committed funds from the Board of Commissioners for the project. However, a commitment to the public was made and the project moved forward, in 2023 and 2024 the County Engineers Office spent a combined total of \$4,029,958, on chip seal, patching and base repair, the majority of the expense incurred allocated to the former gravel roads. A double chip seal was performed each year on stone road sections and grader patching utilized to repair and stabilize the road base. Take a drive on a former gravel road in the County and appreciate all of the hard work, dedication and professionalism of the Washington County Highway Department. Great job everyone!

Snow & Ice Control

The snow and ice control season begins in October 2024 and continues through April 2025. This snow season was colder and had more accumulation compared to years past. The County purchased 1,200 tons of salt, while trying to maintain a stockpile of 4,000 tons. Stockpiling allows the Highway Department to assist Townships, if needed, and maintain an emergency reserve. Salt prices climbed once again with the price per ton in 2024 rising to \$90.09. County forces applied roughly 9,068 tons of winter mix during the snow season. The total cost of snow and ice control was almost \$442,000, compared to last year's mild winter season total of \$133,000.

Culverts

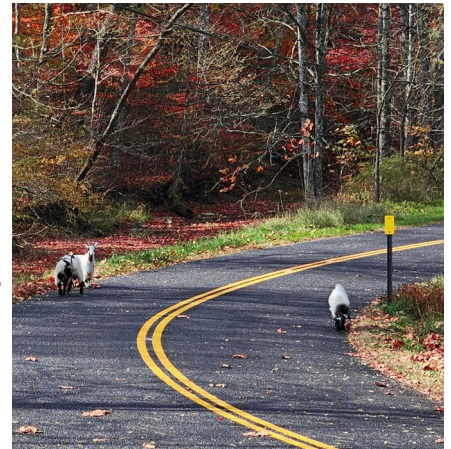
County crews replace deteriorated culverts, repair and clean existing culverts and install residential driveway culverts via a permit system. A large portion of the culvert installations were on roads scheduled to be paved or chip sealed. The county spent around \$266,000 in 2024.

Landslip Repair

The County spent \$421,955 on eight sites containing 3 non-OPWC landslips and 5 OPWC Emergency funded landslips. The three non-OPWC landslips were on C- 17 (Pleasant Ridge Rd), C-14 (Archer's Fork Rd) & C-9 (County Rd 9). The five OPWC emergency landslips were on C-9 (County Rd 9), C-20 (Sandhill Rd), C-22 (Long Run Rd), C-76 (Cats Creek Rd) and C-102 (Milner Rd).

Mowing & Brush Cutting

Yearly, starting in April and typically finishing in the late fall 4 mowers are utilized to mow county roadways, 341 miles with 2 passes per lane typical, totaling 1,364 lane miles. In recent years Mower Max mowers were utilized instead of the standard tractor and boom mowers, as they are a more versatile piece of equipment. In the spring the mower typically makes one pass per lane and in the fall the mower makes 2-3 passes per lane. In 2024, our office spent roughly \$159,000 on mowing and brush cutting. With the increase cost of maintenance, fuel, and labor the department is always looking for ways to save tax payer dollars - from the photo right we may have started a pilot program utilizing goats to assist with mowing. Keeping them out of the road has been a setback...



CONDITION	PCI RANGE	AVERAGE PCI CONDITION	LENGTH (MILES)	PERCENT TOTAL	ACCUMULATING PERCENT
EXCELLENT	≥ 92	98.0	68.0	20%	-
VERY GOOD	91-82	74.1	109.5	32%	52%
GOOD	81-68	74.1	92.6	27%	79%
FAIR	67-50	55.7	58.0	17%	96%
POOR	49-31	42.9	13.5	4%	100%
FAILED	≤ 30	0	0.0	0%	

SURFACE TYPE	AVERAGE PCI CONDITION	LENGTH (MILES)
ASPHALT	71.6	121.91
CHIP SEAL	82.4	218.45
CONCRETE	100	1.25
TOTAL LENGTH		341.61

Summary Road Condition as of December 2024

Road Miles by Surface Type as of December 2024

Road Condition Goal: Maintain the county road system such that 90% of the roads are at least fair condition or better. This goal has been met at 96%.

2024 Bridge Condition & Bridge Projects

Washington County has the task of maintaining 377 bridges. Currently, Washington County has 39 load-restricted bridges, 5 height restricted bridges, and 9 covered bridges scattered throughout the County, none of which are now open to traffic.

Bridge Maintenance & Bridge Replacements

In 2024, Alan Stone Company replaced the T-559-0025 bridge in Newport Township using 100% funding from FHWA. The project was completed in August and cost \$567,065. US Bridge replaced the superstructure on the T-75-0001 bridge in Aurelius Township using 100% county funds. The project was completed in May and cost \$499,411.

The County Bridge Crew provides a variety of yearly maintenance services on County bridges to preserve and extend the useful life. Common maintenance items include washing and cleaning every bridge to prolong service life, mowing and clearing of debris, installing dump rock to mitigate stream scour, and many other necessary tasks. In 2024, our forces spent roughly \$232k on bridge maintenance and protection.

Bridge Condition Goal: Maintain all County bridges such that 90% are at least a General Appraisal of 5. Currently at 89.92% and down from 95% the previous year.

This goal was not met for the first time in many years. A combination of factors attributed to this decline, mainly the lack of funding / flat funding over multiple years with an increase in construction costs ultimately reducing the number of yearly bridge replacements, along with an aging bridge infrastructure having a useful life of around 50 years.

CONDITION DESCRIPTION	BRIDGE GENERAL APPRAISAL	NUMBER OF BRIDGES	PERCENT OF TOTAL BRIDGES	ACCUMULATING PERCENT
EXCELLENT	9	18	4.77%	4.77%
VERY GOOD	8	46	12.20%	16.98%
GOOD	7	155	41.11%	58.09%
SATISFACTORY	6	76	20.16%	78.25%
FAIR	5	44	11.67%	89.92%
POOR	4	31	8.22%	98.14%
SERIOUS	3	7	1.86%	100.00%
CRITICAL	2	0	0.0%	100.00%
OUT OF SERVICE	1	0	0.0%	100.00%
FAILED	0	0	0.0%	100.00%

BRIDGE GENERAL APPRAISAL 3 — SERIOUS

T-540-0005 Marietta Township	During inspection the exterior beam was found to be severely deteriorated, and repaired shortly after inspection by County Bridge Crew.
C-2-1181 Barlow Township	Application for funding has been submitted.
T-319-0002 Salem Township	Funding approved for Federal FY 2029 and preliminary design has started. Funding will be 80% Federal grant and 20% Local.
C-111-0465 Decatur Township	Bridge is to be replaced in 2025.
C-6-0032 Decatur Township	Root Covered bridge, closed to vehicular traffic.
T-570-0015 Palmer Township	Shinn Covered bridge, closed to vehicular traffic.
T-921-0005 Lawrence Township	Hune Covered bridge, closed to vehicular traffic.

2024 Bridge Rehabilitation Photos



T-559-0025, Newport Township

**T-559 Bridge
Before**

**T-559 Bridge
After**



T-75-0001, Aurelius Township

**T-75 Bridge
Before**

**T-75 Bridge
After**

2024 Supplemental Projects

Belpre Trail Project

In 2019, the County began pursuing the right of way acquisition and utility relocation in an abandoned CSX railroad area. The project was estimated to cost \$250,000 with 95% funding coming from FHWA and the other 5% local match, with Palmer Engineering the consultant on the project. Since the project started in 2020, \$4,639 of local funds have been expended but due to issues the project stalled for a few years. In late 2024, the project began to pick back up and will hopefully wrap up in 2025 or 2026.

April 2024 Flooding

During the period of April 1-4, 2024 heavy rains caused flooding, landslips, and washouts in the County. Our office and eleven townships experienced damage, along with the County Wastewater Department experiencing a costly lift station repair in Devola. Our office used OPWC emergency funds (85% OPWC funds and 15% local funds) to repair the six damaged County locations caused by the heavy rains with flood assistance from the state reimbursing 75% of our local funds expended. This reimbursement should return \$33,216 to our budget. The State also approved the reimbursement of the departments emergency clean up work, which totaled \$58,474. These funds should be received in 2025. The 11 townships affected by the heavy rains and flooding reported 55 sites as being damaged. These damaged sites were turned into the State and evaluated for eligibility. Upon approval the state will cover 75% of the repair costs and the townships will be responsible for the remaining 25%. The County will assist the townships, providing cost estimates and bid assistance, along with final project closeout paperwork, restoring vital township infrastructure during 2025.

Marietta CROSS Project

Through a partnership with the City of Marietta and Marietta College, the Engineer's office acted as the project lead for the Marietta CROSS Project, a study done by American Structure Point to determine accessibility to the Harmar Village from downtown Marietta and Marietta College Campus. The project was awarded \$1,030,596 for the study and \$459,315 was expended in 2024. This project will continue into 2025 and is funded 100% by ODOT / FHWA

Centerline Striping

The County contracted with The Aero-Mark Company to complete a centerline striping project in 2024, and 70.17 miles of roadway was striped for around \$137,000.



County Road chip and fog sealed with striping by The Aero-Mark Company



Slip on County Road 17 due to heavy rains during the April 2024 flooding



What Lies Ahead

2025 Bridge Projects

With the main focus the last couple years being on our County road infrastructure, bridge repair and bridge routine and preventative maintenance will be the departments main focus going into 2025 and for the foreseeable future. The projects slated for repair or replacement in 2025 are T-298 bridge replacement, C-111 bridge relocation, T-32 bridge replacement and C-9 & C-16 bridge deck replacement. Fourteen bridges are planned to have waterproofing added to the decks as preventative maintenance to reduce water intrusion and extend the structures' useful life. We are also researching and testing new concrete bridge deck sealers to help protect and extend the life of our concrete bridge decks.

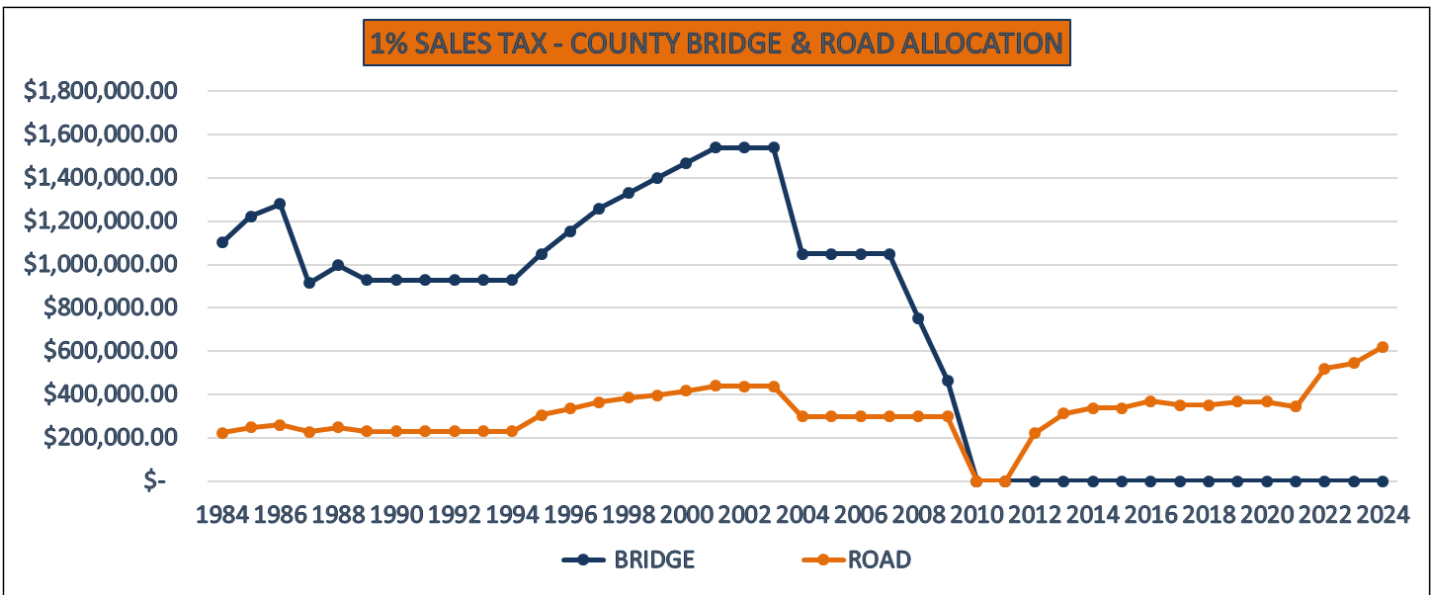
Multiple bridge replacement projects are in the design phase. These project are located on C-2, C-27, T-319 and T-921 (Hune Covered Bridge). The C-2 bridge project will consist of a new three span bridge on a new roadway realignment, and replace the existing deteriorated two span prestressed concrete box beam bridge constructed in 1984, the project is estimated around \$1 million with funding actively being sought and replacement year yet to be determined. The design for two bridges on C-27 will incorporate a new concrete bridge system, called the InQuik Bridge system, which has a design life of 75 years or more when properly maintained. The existing steel beam bridges on C-27 were originally constructed in 1973 and 1986, with the project funded with local funds and slated for 2026. T-319 bridge project will replace a deteriorated two span prestressed concrete box beam bridge constructed in 1978 and is planned to be a new three span bridge on the original alignment. T-319 is estimated at \$1.1 million, scheduled for 2029, with 80% federal and 20% local funds. The design work on the Hune Covered Bridge rehabilitation is ongoing as it is slated for bid in 2026. The project will consist of repairs to the timber truss, reconstruction of Pier #2 and the forward abutment along with an upgraded parking area to provide a trailhead and access to the Wayne National Forest. The project is estimated at \$1.4 million with 95% federal and 5% local funds.



T-559-0025, Concrete Deck Pour

2025 Road Projects

In early 2025, OPWC Rnd 38 will be put out for bid to determine the cost to motor pave County Rd 9 & 21. OPWC Rnd 39 was successful for motor paving C-47 & C-544, with funding limited the project will be completed in 2026. As mentioned above, the focus for the next few years will be on bridges, therefore the departments chip & seal program will be relied upon to preserve the current road conditions. Our office is currently trying to secure additional funding to allow for paving of C-42 in 2027 (Estimate \$1.9 million, funding secured \$500,000) and C-344 in 2028.



Washington County Engineer & Highway Department—December 2024



Front Row: Carter Kelly, Clay Webber, Levi Cochran, Daryn Cochran, Emily Griffin, John Thomas, Emily Nungesser, Amy McCartney, Josh Lucas, Eric Westbrook
 Middle Row: Cody Handschumacher, Nick Bowersock, Richard Erb, Jeff Lang, Brian Smith, Nate Jackson, Justin Chesser, Mike Hanes, Tyler Kramer, Dave Garvin, Eric Smith, Roger Wright (County Engineer)
 Back Row: Ernie Rummer, Gary Smitley, Tyler Antill, Darin Howell, Mark Haight, Kurt Marshall, Steven Scott, Rob Bayles, Donnie Arnold, Tim January, Greg Hinton, Frank Bland (Highway Superintendent)
 Not pictured: Doug Parks, Brian Smith, Jason Camp, Levi Cox, Aaron Miller, Dave Panozzo

Message from the Engineer

2024 was extremely challenging, with multiple projects intertwining with spring flooding, landslips, and a state disaster declaration impacting infrastructure county-wide. As always, the staff at the Highway Department and Engineers Office overcame all of these challenges and worked diligently to ensure the County infrastructure was restored. Thank You to all of the staff for all of the hard work and countless hours!

As 2024 wrapped up and I reflected upon the year’s projects, I am proud of the continued partnerships we have developed and fostered over many years. In 2024 we partnered with the City of Marietta, City of Belpre and Marietta College, continuing the tradition of outreach and partnership my office has always been known for. Through these partnerships we continue to improve the place we call home, together with a common vision.

In 2025, I am looking forward to finally replacing C-111-0465, on Welch Road, the bridge has rapidly deteriorated and significantly impacted the local community. Also, T-32-0265, located on Muskingum River Road will be replaced with 100% grant funding, and with those replacements the county bridge infrastructure will be greatly improved.

Finally, I would like to recognize long time employee Tim January, who will retire this year. Tim has been a constant force for County infrastructure and has managed many challenging projects. I have relied upon him heavily through the many years we have been fortunate to work together, and he will be greatly missed. Thank You for your dedication, partnership, and all of the pork rinds! - Roger Wright, P.E., P.S. Washington County Engineer



Roger E. Wright, P.E., P.S.
 Washington County Engineer

Washington County Engineer & Highway Department

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HOURS

M-TH 7:00am - 5:30pm