

LUCAS COUNTY ENGINEER'S 2013 ANNUAL REPORT



Lucas County Engineers Office
Keith G. Earley, P.E., P.S., Lucas County Engineer



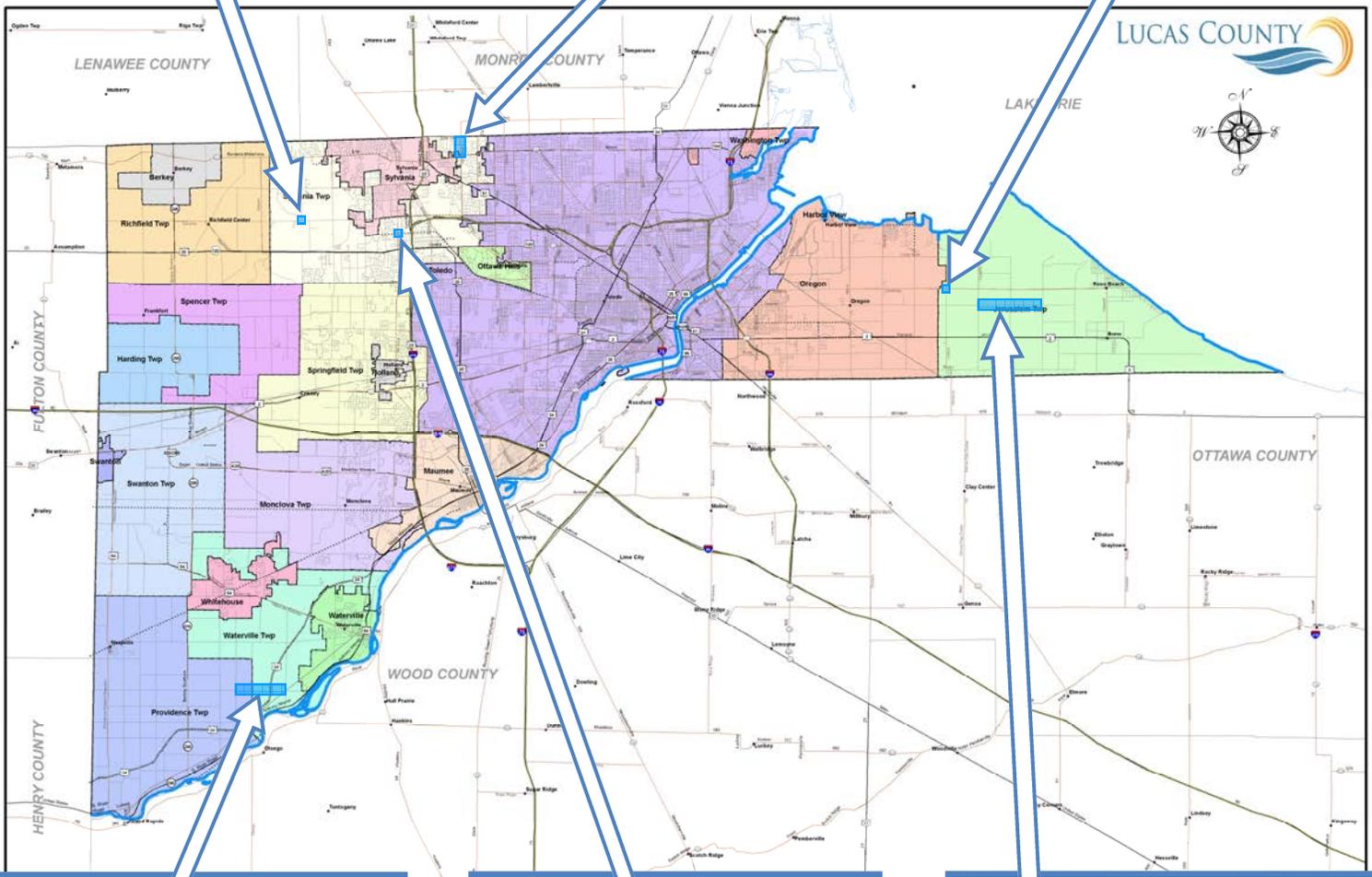
Sylvania Ave. and Mitchaw Rd. Roundabout



Whiteford Road - Alexis Rd. to
Ohio State Line



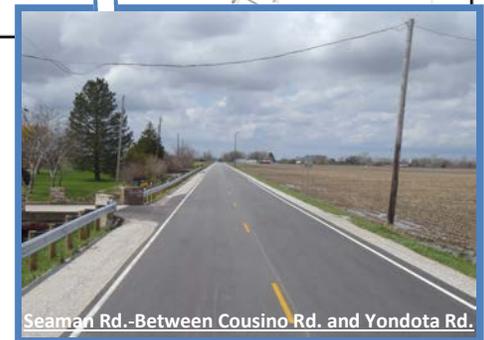
Culvert #1431-Corduroy Rd. at N. Curtice Rd.



Neowash Rd.-Schadel Rd. to Noward Rd.



University Bike Trail @ McCord Road



Seaman Rd.-Between Cousino Rd. and Yondota Rd.

Lucas County Engineer's Office

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JUNE 1st, 2014

A GOOD INVESTMENT

Some things are worth investing in. If you own personal property like a home, a vehicle, or any physical infrastructure, you need to maintain it properly if you hope to protect your investment. If you don't do the necessary repairs at the right time, it can become much more expensive later. If you want to improve the utility of your property that will probably require additional investment. Certainly, one of the things that made this country great is the investments in infrastructure made by previous generations.

INSIDE THIS REPORT

Normally we do not try to put a dollar value on improvements to our highway system, but that was required when we applied for federal stimulus funds for our McCord Road Underpass. To apply for this grant we had to put a dollar value using federal standards on people being stuck in traffic, the monetary value of their time, the dollar value of the wasted fuel, the cost of the air pollution, and the monetary cost of motor vehicle crashes, including vehicle damage, personal injuries and preventable deaths. The total estimated cost of this project is over \$30 Million, but the Net Present Value of the benefits was over 6 times that. The cost of wasted fuel alone would more than pay for the project. A few days ago at 7:00 am the traffic was backed up for more than a half mile at that railroad crossing, and that is after many people turned around and took a different route. The next two crossings were also blocked. After spending 20 minutes trying to cross the tracks, I finally got on the interstate and that was stopped due to an accident. After spending more than an hour trying to go to a meeting 15 miles away it was too late, and I wondered what could emergency vehicles do? I also wondered what it would be like if train traffic doubles as predicted.

I am convinced that making highway improvements is a very good investment. Sure, there is a cost to making these investments, but a larger cost to not making these investments. I was amazed when I heard the number of claims that were made and not paid for damaged vehicles on Toledo streets after this severe winter. You had all that damage and the repair to the streets only get more costly the longer you wait.

The amount that counties receive from motor vehicle license plate fees has not increased in about thirty years, the amount we get from state gas tax is less than it was seven years ago, the federal gas tax has not increased in over twenty years. Revenue for Lucas County roads and bridges is basically the same as it was 15 years ago, while costs have doubled. Amazingly the current condition of our Lucas County maintained roads is still pretty good, but this trend is certain to cause future problems. If only we had indexed revenue to inflation years ago, people would not notice small gradual increases and they would benefit greatly.

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LUCAS COUNTY
OHIO



Keith G. Earley, P.E., P.S.
Lucas County Engineer

Keith Earley

Editor—Brian S. Miller

COMPLETE VERSIONS OF THE ANNUAL REPORT AND 5-YR. CAPITAL IMPROVEMENT REPORT ARE ON THE WEB



RESPONSIBILITIES OF THE LUCAS COUNTY ENGINEER'S OFFICE

1. Inspection, maintenance, repair, widening, resurfacing and reconstruction of pavements and storm drainage for the Lucas County Highway System. Road maintenance duties include traffic control, safety projects, mowing, snow removal, bridge/culvert maintenance, berming, pavement repair, roadside ditch and storm drainage improvements and similar functions.
2. Maintaining public surveying records, bridge/culvert data, property tax maps and the County/Township's road, culvert and drainage records.
3. Advising and providing engineering/surveying services to the eleven (11) Townships in regard to maintenance, construction and repair of the Township Highway System.
4. Overseeing design and construction of new subdivisions and reviewing site plans and permits for development projects in the Townships.
5. Inspection, repair, reconstruction and replacement of bridges on the County and Township roadway systems.
6. Maintaining and repairing ditches and retention areas that have been petitioned by affected property owners. Working with the Toledo Area Sanitary District on needed ditch cleanouts.
7. Administering District 12's (Lucas County) Program for the Ohio Public Works Commission to implement the State Capital Improvement Program, and the Transportation Improvement Program.
8. Participating by co-operative agreements, in certain road and bridge projects with the Townships, Cities and Villages of the County.
9. Managing the new Lucas County Phase 2 Storm Water District

2013 ANNUAL REPORT

To: The Honorable Board of County Commissioners & the Citizens of Lucas County

The purpose of this report is to discuss the current condition of our highway system, significant projects completed, underway, and planned, and to discuss the long term outlook and needs.

Current Conditions

Currently, more than half of the 304 centerline miles of county maintained roads have paved shoulders, 2 to 10 feet wide on each side, and many of the deeper roadside ditches have been enclosed for additional safety. Additional lanes have been added to accommodate increased traffic, and we currently maintain 659.4 lane miles. Most all of the pavements are in relatively good condition with very few potholes or other forms of significant distress. All of our bridges, but 2 (Fulton-Lucas Road and Perrysburg-Holland Road bridges) can safely handle legal loads. Many improvements have been made to our traffic signals and all have energy efficient LED bulbs with battery backup for power outages. Most of our signing has been recently upgraded and in very good condition. Numerous improvements at intersections have been made over the past eleven years resulting in minimal delay at most intersections. More improvements are needed, but overall the system is in relatively good condition.

Highlighted Projects Constructed in 2013*

Sylvania Avenue Widening & Resurfacing

This 2013 project along Sylvania Avenue, beginning at US 23 to Lancelot Road, widened the road width, which included a 2 way left turn lane and the entire length of the project was resurfaced.

OPWC Funding: \$ 230,977
Engineer: \$ 240,404



Hike Bike Trails Preservation - University Parks, Wabash Trails & Russell Road

This project consisted of 3 different types of work. The work on the Wabash-Cannonball Trail (North & South Fork) includes the application of an asphalt sealer, areas of full depth repairs, and pavement markings. The University/Parks Trail includes spot full depth repairs, resurfacing, replacement of the safety rails, and pavement markings. A 10 foot wide multi-use path was constructed along Russell Road to connect The Shops at Fallen Timbers with the existing path along North Jerome Road.

Federal Funding: \$ 999,200
Others: \$ 241,110
Engineer: \$ 95,681



RUSSELL ROAD BIKE TRAIL

Sylvania Avenue and Mitchaw Road Roundabout

This modern roundabout was constructed, in joint cooperation with the Sylvania City School District, to address the traffic impact brought on by the new Central Trail Elementary School, which opened in January of 2013. In addition to the improved operation, capacity, and overall safety associated with the construction of a modern roundabout, this project also incorporated improvements to the roadway, storm sewer system, and traffic control.

OPWC Funding: \$ 466,959
Others: \$ 255,000
Engineer: \$ 231,018



2013 Resurfacing Program

Fifty-two percent of the projects let to construction in 2013 were devoted to road resurfacing. The following list of roads were selected to ensure that most of the county was represented in this annual resurfacing program:

1. Crissey Road (Angola Rd. to Hill Ave.)
2. Seaman Street (Cousino Rd. to Yondota Rd.)

Engineer: \$ 779,447

1.



2.



2013 O.P.W.C. Road Improvement Projects

1. Suder Avenue (Alexis Rd. to 625' N of Rosemar Rd.) - R
2. Shoreland Avenue (Pageland Dr. to Summit St.) - R
3. Whiteford Road (Alexis Rd. to State Line Rd.) - R
4. Neowash Road (Schadel Rd. to Noward Rd.) - RWO

O.P.W.C. Funding: \$ 881,613

Engineer: \$ 917,597

R - Resurfacing

RWO - Reclamation, Widen, & Overlay

1.



3.



2.



4.



6

2013 Microsurfacing Program (will finish in 2014)

1. Angola Road (701' W of Centennial Rd. to 94' E of King Rd.)
2. Albon Road (802' S of Angola Rd. to Angola Rd.)
3. Centennial Road (Angola Rd. to 462' N of Angola Rd.)
4. Garden Road (Gunn Rd. to 627' W of Holloway Rd.)
5. King Road (602' N of Bancroft St. to Central Ave.)
6. River Road (City of Waterville Limit to Jerome Rd.)
7. Stitt Road (Keener Rd. to 235' W of Waterville-Monclova Rd.)
8. Waterville-Monclova Road (26' N of Dutch Rd. to 268' S of Stitt Rd.)
9. Crimson Hollow Plat 1
10. The Homestead at the Quarry Plat 1

Engineer: \$ 395,167

Others: \$ 48,000

Long Term Outlook

Our roadway system of 302 miles is currently in good condition. In 2013, we paved approximately 18.8 miles. We will pave 9.4 miles in 2014 and 10.4 miles in 2015. We can maintain our roadway system's good condition if we do 35 miles of preventative maintenance and 10 miles of rehabilitation and reconstruction miles per year within the 5-year C.I.P. **We are projecting an average of 10 miles of resurfacing and 45 miles of preventative maintenance per year for the next five years (2014 – 2018).** Depending on what other improvements are planned for any given year, road construction miles will vary.

Our bridges and culverts are in good condition as well. Many of our bridges and culverts have been replaced and/or repaired with prior road construction projects. There are currently 6 major bridge replacement projects scheduled to be let in the next 5-year period. These particular bridges will be stand alone construction projects. Matching funds from outside sources have helped increase our construction output over the past several years, and our continuous effort to secure additional matching funds for 2014 and beyond is a necessity if we are to maintain our system and try to keep up with inflation and high fuel costs. For our 5-year C.I.P budget (2014 – 2018) approximately 52% will be matching funds from other public agencies:

Federal Funds	\$34,409,000
Ohio Public Works Commission	\$ 7,579,000
Other Agencies	<u>\$ 980,000</u>
	\$42,968,000*

Severe Weather Effects & Long Term Needs

Last winter was the most severe winter in history and it was costly. Not only were our snow and ice control costs more than double that of an average winter, but the severe freezing and thawing also damaged our pavements. It probably took two or three years life out of our pavements.

When pavements get old and brittle, they are more susceptible to significant damage from freezing and thawing. Temporary repairs such as pothole filling have very little long term value, but are absolutely necessary, and permanent repairs can be very costly. Bad pavements can also cause expensive damage to vehicles. The public is much better served if pavements are maintained in good condition and that is less expensive than performing major reconstruction. However, adequate funds need to be allocated for preventive maintenance.

Our Lucas County maintained pavements are currently in pretty good condition but it will be very difficult to maintain that condition long term, since our revenue is about the same as it was fifteen years ago while paving costs have doubled.

CONSTRUCTION SUMMARY FOR 2013

Let by County Engineer

PROJECT NAME	PROJECT MANAGER	PROJECT LET DATE	CURRENT ENGINEER ESTIMATE	AWARDED CONTRACTOR	AWARDED AMOUNT
Sylvania Avenue Resurfacing 0.18 mi E of Holland-Sylvania to Whiteford includes Bridge # 109 Repair	JML/BAZ	LET 03/06/13	\$ 760,096	Gerken Paving, Inc.	\$ 650,757.30
Hike Bike Trails Preservation University Parks & Wabash Trails & Russell Road	SLR	LET 04/03/13	\$ 1,248,453	Gerken Paving, Inc.	\$1,162,217.92
Annual Crack Seal Program, Phase 1	JSP	LET 04/03/13	\$ 97,300	D.G. Slurry Seal of Toledo	\$ 92,450.00
Annual Bridge Repair Program Talmadge Road Bridge #1175	BAZ	LET 05/01/13	\$ 249,611	Bridge Overlay Systems, Inc.	\$ 257,739.20
2013 OPWC Road Imp. Project, Phase 1 Reclamation, Widen, & Overlay Neowash Road (1.14 miles)	JML	LET 05/01/13	\$ 657,695	Gerken Paving, Inc.	\$ 570,625.16
Stitt Road Resurfacing Project (w/Russell Road – Maumee) (1.11 miles)	JML	LET 05/08/13	\$ 532,683	Gerken Paving, Inc.	\$ 444,880.50
Annual Crack Seal Program, Phase 2	JSP	LET 05/08/13	\$ 97,620	D.G. Slurry Seal of Toledo	\$ 93,138.00
Lathrop Road Chip Seal (1 mile)	JSP	LET 05/08/13	\$ 19,753	Henry W. Bergman, Inc.	\$ 21,780.60
Annual Traffic Safety Program - Guardrail Improvements	AP/DJP	LET 05/22/13	\$ 90,885	Lake Erie Construction, Co.	\$ 90,525.00
2013 OPWC Road Imp. Project, Phase 2 Resurfacing: Suder Avenue & Shoreland Avenue (1.24 miles)	JML	LET 06/12/13	\$ 771,093	Gerken Paving, Inc.	\$ 661,115.85
Annual Emulsified Seal Coat Prg. (2.68 miles)	JRH	LET 06/12/2013	\$ 99,862	D.G. Slurry Seal of Toledo, Inc.	\$ 99,234.25
Albon Road Drainage Project	BWM	LET 06/26/2013	\$ 192,696	Cash Services, LLC	\$ 150,796.25
2013 Annual Resurfacing Program Crissey Road, Seaman Street (2.97 miles)	JSP	LET 07/10/2013	\$ 863,399	Gerken Paving, Inc.	\$ 791,864.70
PHASE 1 - Culvert #1431 Repl. Corduroy Road PHASE 2 – 2013 Various Traffic Signal Upgrades	PMO/RLM	LET 07/10/2013	\$ 315,019	Vernon Nagel, Inc.	\$ 263,010.92
Sylvania Avenue & Mitchaw Road Roundabout Project	KPW	LET 07/24/2013	\$ 724,626	Crestline Paving & Excavating Co., Inc.	\$ 688,769.05
Sylvania Ave Widening & Resurf. US 23 to Lancelot (TWLTL)	JML	LET 07/31/13	\$ 465,425	Gerken Paving, Inc.	\$ 424,585.00
2013 OPWC Road Imp. Project, Phase 3 Resurfacing: Whiteford Road (0.62 miles)	SLR	LET 08/21/2013	\$ 452,348	Gerken Paving, Inc.	\$ 431,602.95
Microsurfacing Program (5.3 miles) (LCE only)	JRH	LET 08/28/13	\$ 380,166	Roadway Services, Inc.	\$ 343,872.775
Brint Road & King Road Intersection Roundabout Project, PID #89461	RLM	LET 12/11/13	\$ 644,863	Geddis Paving & Excavating, Inc.	\$ 545,075.22
Annual Traffic Safety Program - Thermoplastic Markings	RLM	3 rd Quarter		Move to 2014	
		TOTALS	\$ 8,663,593		\$ 7,784,040.62

TOWNSHIP CONSTRUCTION SUMMARY OF 2013
 To be bid by Township or County – Design and Inspection by County Engineer

PROJECT NAME	PROJECT MANAGER	PROJECT LET DATE	CURRENT ENGINEER ESTIMATE	AWARDED CONTRACTOR	AWARDED AMOUNT
2013 Resurfacing Project (Fox Hollow, Strayer Farms, & Salisbury Landings Subdivisions) (Monclova Township)	SLR	BID 02/14/13	\$ 482,838	Gerken Paving, Inc.	\$465,955.45
2013 OPWC Road Improvements (Elmer, Indian Trail, Indian Oak, Kelker, Plainview, Olde Marsh, Wilford, Winterhaven, & Wyndstone) (Sylvania Township)	SLR	BID 02/28/13	\$ 686,675	Gerken Paving, Inc.	\$641,008.09
Fulton-Lucas Road OPWC Resurfacing Project (Swanton Township)	SLR	BID 03/05/13	\$ 169,151	The Shelly Company	\$155,982.40
Annual Crack Seal Project (Monclova Township)	JSP	BID 04/09/13	\$ 27,950	D.G. Slurry Seal of Toledo	\$25,500.00
2013 OPWC Road Improvements-Phase 1 (Jade Estates, & Spring Valley Subdivisions and Beatty Drive) (Includes Sudbury/Sherborn SWU) (Springfield Township)	SLR	BID 5/31/13	\$ 845,648	Gerken Paving, Inc.	\$719,171.15
2013 OPWC Road Improvements (Kieswetter Road) (Includes Kieswetter SWU Project) (Springfield Township)	SLR	BID 6/20/13	\$ 551,511	Geddis Paving & Excavating	\$470,250.35
Emulsified Seal Coat Project (Waterville Township)	JSP/JML	BID 6/26/13	\$ 44,056	D.G. Slurry Seal of Toledo	\$43,701.50
Annual Crack Seal Program (Jerusalem Township)	SLR	BID 7/31/13	\$ 34,500	Roadway Services, Inc	\$30,900.00
Annual Chip Seal Program (Lakeway Dr., Wallace Rd., Marias Dr., & Henry Rd.) (Jerusalem Township)	SLR	BID 7/31/13	\$ 38,328	Henry W. Bergman, Inc.	\$40,560.00
Emulsified Seal Coat Project (Sylvania Township)	SLR	BID 8/13/13	\$ 23,938	D.G. Slurry Seal of Toledo	\$17,949.40
Annual Microsurfacing Project (Monclova Township)	JSP	LET 8/28/13	\$ 47,225	Roadway Services, Inc.	\$37,383.30
		TOTALS	\$ 2,951,820		\$ 2,648,361.64



Panoramic View of the Sylvania Ave. & Mitchaw Rd. Roundabout

Expenses, Revenue & CIP

A lot of detailed information regarding our Revenue, Expenses & the Capital Improvement Program (CIP) over the past fifteen years is provided on pages 11 and 12.

Expenses

Since many capital improvement costs such as asphalt resurfacing have risen dramatically we have devoted a larger proportion of our revenue to those needed capital improvements. Our operating costs include maintenance activities such as snow and ice control, mowing, forestry, pot-hole filling, drainage repairs etc. The cost of performing those activities has increased with rising fuel costs, higher salt costs, increased utility costs and increased labor costs, but we have tried to control those costs as much as possible. Over the past five years we have spent 70% of our revenue on capital improvements, previously we were spending around an average of 55% on capital improvements.

Dedicated Revenue

All of the dedicated revenue for Lucas County maintained roads and bridges come from motor vehicle license plate fees and a portion of the state gas tax. We receive no income from other taxes, such as property taxes. Our total dedicated revenue in 2013 (\$11.3 Million) is only slightly more the \$11.0 Million received in 2000, while costs have nearly doubled.

The primary source of dedicated revenue (80%) is from motor vehicle license plate fees. The blue line on page 12 shows that revenue. In 2000 we received \$9.6 Million and in 2013 we received \$9.1 Million. Evidently businesses are not licensing as many vehicles and many families are going without that second or third vehicle.

The other source of dedicated revenue is a portion of the state gas tax, the purple line on page 12 shows that revenue. In 2000 we received \$1.4 Million and in 2013 we received \$2.3 Million. The state gas increased from 22 cents per gallon in 2003 to 28 cents per gallon in 2007. However, revenue from gas tax has declined since 2007, primarily because of more fuel efficient vehicles.

Dedicated revenue in the future is expected to be flat or slightly declining without any increases in the license plate fees or state gas tax.

Outside Revenue

Over the past 15 years we have averaged receiving \$1.4 Million per year in federal grants plus \$1.9 Million per year in Ohio Public Works Commission (OPWC) grants or loans for specific capital improvement projects.

Federal funding has been used to replace structurally deficient or functionally obsolete bridges in poor condition. We have utilized all federal funds available over the past fifteen years, but very few of our bridges are likely to be eligible for several years. Roadway improvements on federal aid routes are eligible for federal funding, but very limited funds are available. We have utilized federal funds on safety projects, such as modern roundabouts at high crash intersections, when qualified.

We will continue to pursue all outside funding available, but the amount of available grants could decline. Next year, we are using about 95% outside funding on our \$30 Million McCord Road underpass, but no similar projects are planned in the near future.

State funding for the next ten years of the OPWC program was recently approved at the May 2014 Primary Election, so that program will continue, but this is a very competitive program. Considering the infrastructure needs of all public agencies in Lucas County, we expect to receive less than the \$1.9 Million per year that we have averaged over the past 15 years.

EXPENSES

	<u>1999 - 2003</u>	<u>2004 - 2008</u>	<u>2009 - 2013</u>	<u>2014 - 2018</u>
Operating	\$ 36,011,574	\$ 33,184,708	\$ 27,918,421	\$ 29,594,000
C.I.P.	\$ <u>43,015,029</u>	\$ <u>46,765,736</u>	\$ <u>64,477,316</u>	\$ <u>82,620,000</u>
	\$ 79,026,603	\$ 79,950,444	\$ 92,395,737	\$ 112,214,000

REVENUE

Outside	\$ 18,304,734	\$ 18,171,452	\$ 30,160,808	\$ 42,968,000
Dedicated	\$ 57,409,727	\$ 62,344,807	\$ 59,647,929	\$ 65,150,000
Carryover/Reserve	\$ <u>3,312,142</u>	\$ <u> </u>	\$ <u>2,587,000</u>	\$ <u>4,096,000</u>
	\$ 79,026,603	\$ 80,516,259	\$ 92,395,737	\$ 112,214,000

C.I.P.

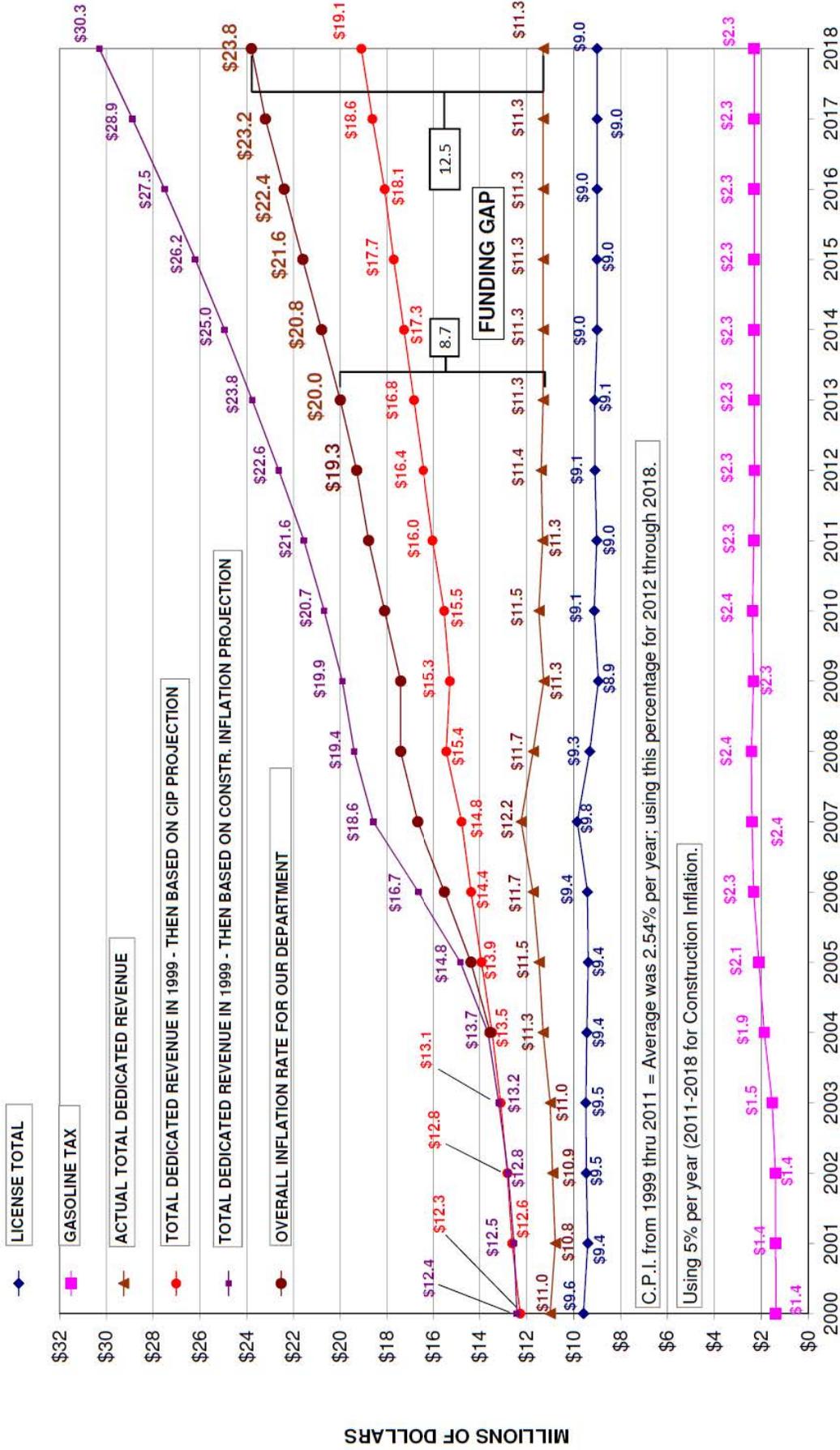
	<u>1999 - 2003</u>	<u>2004 - 2008</u>	<u>2009 - 2013</u>	<u>2014 - 2018</u>
Bridge Repairs	9 (8)	6 (8)	13 (8)	6 (8)
Bridge Replacements	15 (10)	9 (10)	6 (10)	6 (10)
Road Rehabilitation/ Reconstruction	128 (100)	81 (90)*	58 (50)	51 (50)
Road Preservation	N/A	28 (35)	205 (175)	215 (175)
Drainage	11 (10)	7 (10)	15 (10)	17 (10)
Intersections	6 (4)	5 (4)	5 (2)	8 (2)
Signals/Upgrades	9 (5)	5 (5)	26 (3)	0 (3)
Safety Programs	10 (7)	12 (7)	9 (5)	5 (5)

* Roadway improvements/maintenance was split into these two categories beginning in 2008 to reflect our efforts to balance the maintenance and improvement needs of our Roadway System and declining dedicated revenues.

() Stated Goals

License/Gasoline Tax History and Projections - Gap in Dedicated Funds

All dedicated funding for Lucas County maintained roads and bridges comes from Motor Vehicle License Plate fees and a portion of the Ohio Gasoline Tax. In 2013, Lucas County received \$9.1 million from license plates, \$400,000 less than received in 2000. In 2013, Lucas County received \$2.3 million from the gas tax, making the total dedicated funding \$11.4 million, which is \$400,000 more than the \$11.0 million received in 2000, but approximately \$800,000 less compared to 2007 when the dedicated funding peaked at \$12.2 million.



While dedicated revenue has remained static or slightly declining, costs have increased considerably. The overall Consumer Price Index has increased 35% over the past 12 years, but highway construction costs have increased 78%. Since at least half of our costs are related to highway construction, we had at least a \$8.7 million shortfall in 2013 compared to our 2000 purchasing power. By 2018, that shortfall is expected to increase to \$12.5 million. We would need double our anticipated revenue in 2018.

LUCAS COUNTY PAVEMENT INFORMATION		
Pavement Rankings*	2012 Miles	2013 Miles
Best: No Work	108.1	121
Maintenance Work	151.5	134.7
Resurface	42.4	45.1
Widening & Resurfacing	0.6	0.4
Poorest: Reconstruction	1.5	0.6
	304.1	301.8

Includes Shared Roads with Other Jurisdictions

Pavement Work	2012 Miles	2013 Miles
Crack Seal (Contract)	38.0	31.0
Surface Seal (Contract)	13.0	11.0
Resurfacing, Widening & Resurfacing or Reconstruction (Contract)*	17.0	18.8
TOTAL:	68.0	60.8
% of System (Overall)	22.4%	20.1%

Width Summary	% of System
24' Wide or more	41.3%
22' to 24' Wide	19.6%
20' to 22' Wide	21.2%
18' to 20' Wide	15.9%
16' to 18' Wide	1.8%
Less than 16' Wide	0.2%

- Average Lucas County Road Width is 23.8 feet.
- Total lane miles is 659.7 +/-.
- Approximate travel lane surface area = 4,221,919 sq. yds.
- Approximate paved berm surface area = 725,140 sq. yds.
- Average Lucas County Maintained Road ADT is 2,605 vehicles per day +/-.
- 160.3 miles (53% of System) has paved asphalt berms.

Resurfacing Project



<p>Federal Funding: \$ 396,945 O.P.W.C.: \$ 150,316 Engineer: \$ 106,285</p>
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Sylvania Avenue
(Holland-Sylvania Road to
Whiteford Road - includes repairs
to Bridge #109, see pg. 14)

Resurfacing Project



Seaman Road
(Cousino Rd. to Yondota Rd. -
See pg. 6)

LUCAS COUNTY BRIDGE INFORMATION

Summary of Structures Inspected By The Lucas County Bridge Engineer				
Category		Vehicular Bridges	Pedestrian Bridges	Culverts
Inspection, Inventory and Reporting by Lucas County	Lucas County Roads	105	0	3
	Township Roads	57	0	0
	BLCC Trails	0	4	0
	Metroparks	3	4	0
	Municipalities			
	Berkey	3	0	0
	Holland	1	0	0
	Maumee	2	0	0
	Ottawa Hills	6	1	0
	Oregon	8	0	0
	Sylvania	12	1	0
	Toledo	13	0	0
	Whitehouse	3	1	1
	Subtotals	213	11	4
Inventory by Others, Cursory Inspection by Lucas County	Municipal Trails	0	1	0
	County Roads over US23/I475	6	0	0
	Municipalities			
	Toledo	1	0	0
	Whitehouse	0	1	1
	Subtotals	7	2	1
Totals		220	13	5

General Appraisal Rating				
Type of Work		Number of Bridges		Change From Last Year
		2012	2013	
	GAR			
None	8 or 9	76	75	Down 1
Minor Maintenance	7	49	50	Up 1
Major Maintenance	5 or 6	37	37	None
Major Rehabilitation	3 or 4	7	7	None
Critical Condition	1 or 2	0	0	None
Close to Traffic	0	0	0	None
TOTAL:		169	169	

	Lucas County	Ohio's County Average (2011 Data)
Bridges with Load Limits	1.18% 2 of 169	8.4% 2,218 of 26,368

Lucas County has 2 bridges posted for a reduced load capacity compared to state wide average of 25.2 bridges per county.

Data includes 104 bridges on County Roads, 56 on Township Roads, 3 in Metroparks, and 4 on Bike Trails.



Bridge #109 on Sylvania Ave.



Bridge #1175 on Talmadge Rd.

LUCAS COUNTY CULVERT INVENTORY

Township / Location	Number on County/Bikeway Road System
Harding	12
Jerusalem	20
Monclova	35
Providence	25
Richfield	20
Spencer	21
Springfield	40
Swanton	12
Sylvania	38
Washington	2
Waterville	16
Sub-Total :	241
Bike Trails	19
Total :	260

PHYSICAL CONDITION		BIKE-TRAILS
Good	232	17
Fair	6	1
Poor	3	1
Critical	0	0
	241	19
Total :	260	

Note:

The above numbers represent structures with spans greater than or equal to 2'; but less than 3' with both ends open, and spans greater than or equal to 3', but less than 10' regardless of open ends.



Culvert #1431 @ Corduroy Rd. and N. Curtice Rd.
(Before 2013)



Culvert #1431 @ Corduroy Rd. and N. Curtice Rd.
(After 2013 Construction)

Lucas County Transportation Improvement District (LCTID)



The Lucas County Transportation Improvement District (LCTID) was formed by a resolution of the Lucas County Commissioners on April 22, 2014.

The creation of a TID, under Chapter 5540 of the Ohio Revised Code will empower the various political subdivisions and their respective residents within Lucas County to participate in a cooperative county-wide coalition to take advantage of the opportunities and benefits made available only through a TID to plan, construct and improve highways, roads, bridges, interchanges and other transportation improvements and accompanying capital improvements and development throughout Lucas County and its environs, utilizing a program-level development approach for integration of local transportation improvement projects.

These type of projects, as contemplated by ORC Chapter 5540, are major transportation and infrastructure projects that involve a coordinated, cooperative, multi-jurisdictional approach to project integration, development, design and construction, land use planning, environmental stewardship, financial strategy implementation, economic development and public-private partnership opportunities to advance the project in an innovative, efficient and cost effective manner.

All Lucas County public agencies are encouraged to consider using the LCTID to manage multi-jurisdictional transportation improvement projects especially if the project has strong economic development potential. One of the benefits is being eligible to apply for TID Grants administered by the Ohio Department of Transportation Division of Jobs and Commerce.

The LCTID Board of Trustees has five voting members and two non-voting members will be appointed by the Ohio Legislature. Bill Brennan-Senior Economic Development Manager of the Lucas County Economic Development Corporation is the Chairman, Richard Martinko, P.E.- Director of the University of Toledo Transportation Research and Intermodal Institute is the Vice Chairman, Keith Earley, P.E.,P.S.- Lucas County Engineer is the Secretary-Treasurer, Warren Henry, P.E.- TMACOG Vice President of Transportation is a Trustee, and Paul Toth Jr., P.E- President of the Toledo- Lucas County Port Authority is also a Trustee. Projects will be managed for the TID by the Lucas County Engineers office. Jeffery Lohse, P.E., Chief Deputy Engineer will be the point of contact and manage the projects.

We have registered the TID with ODOT and applied for ODOT Jobs & Commerce grants and 50% funding requests were submitted to the ODOT Transportation Review Advisory Council (TRAC) on two new Interchanges on US23/I-475. One Interchange is at US20 (Illinois Ave), a \$24.3 Million improvement and the other is at Dorr Street a \$12 Million improvement. ODOT District 2 is applying for TRAC funding to add lanes on that section of US23/I475 and neither project can be built if that is not approved.

For additional information of the Lucas County TID, go to our website.

New Facilities

In September of 2013 we moved to our new facilities at 1049 South McCord Road, Holland, Ohio. We bought and remodeled four buildings and built one new building immediately north of the Lucas County Sanitary Engineer's Office and the Lucas County Building Regulations Department. Previously our garage was on Detroit Avenue in Maumee and everybody else in our department was in the Government Center in downtown Toledo. Eighty years ago when our garage was built it was near the center of our work. Now after many annexations, most of our work is west of US23. The new garage is much closer to the majority of our work, saving at least 20 minutes travel time each direction. It allows us to service our most heavily traveled roads quicker for snow and ice control and we now have a one-stop public works complex.

Repairs could have been made to the old garage, but it was not sized to handle our large tandem dump trucks, and we can provide better service out of the new facility. Hopefully the new facility will last 80 years or more.

Building Designations/Departments

Each of the Lucas County Engineer's buildings within the Lucas County Public Works Complex is designated by a letter. The designations of each building with their respective departments are as follows:



BUILDING A



BUILDING B



BUILDING C/D



BUILDING E

- Building A - Main Office - Admin., Bridges, Roadway, R/W, Traffic/Planning, Records - General Public Admittance
- Building B - Stormwater and Survey Departments
- Building C/D - Construction Department and Sign Shop
- Building E - Road Maintenance Garage

New Sign

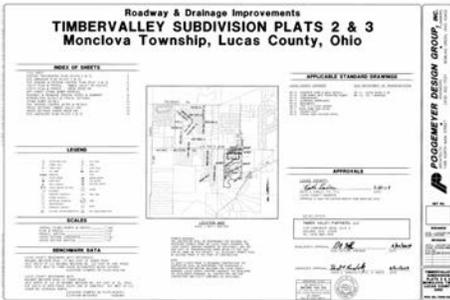
The Lucas County Engineer's Office, the Lucas County Sanitary Engineer's Office, and the Lucas County Building Regulations have a new sign outside the offices of the Public Works Complex next to McCord Road. Direction signs and location signs have been posted in the updated complex. A building location map handout is available in the Lucas County Engineer's front lobby.



[Online Viewers & ArcGIS Online Maps](#)

[Infrastructure Plans Document Online Viewer](#)

The Lucas County Engineer is pleased to announce the addition of a new Document Online Viewer to the Engineer's web page. The viewer gives access to Infrastructure Plans (construction plans and subdivision plans). The viewer works very similarly to the Survey Online Viewer. There is detailed information on the Online Viewer page. Go to the Record Department from the main Engineer's web page. When you reach the Online Viewer page for the Infrastructure Plans, please click the Terms of Use to see Terms of Use Description, System Requirements and Infrastructure Document Descriptions. This viewer has been tested with all minimum browser recommendations. Here are three examples of what you can find through this viewer:



Subdivision Plans



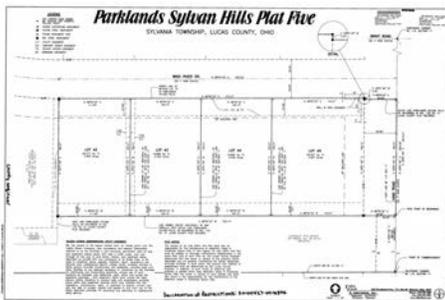
Construction Plans



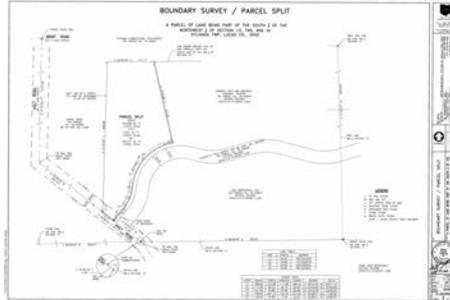
State Hwy. Plans
of Old US 24

[Survey Document Online Viewer](#)

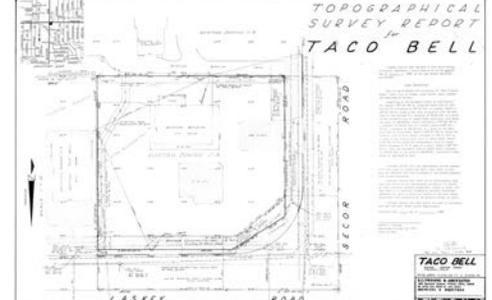
This Document viewer has been available for about two years now. This was the first viewer application deployed by the Lucas County Engineer's Office for public/private use. This viewer has been tested with all minimum browser recommendations. Here are three examples of what you can find through this viewer:



Record Plats



Boundary Surveys



Topo./Land Surveys

[ArcGIS Online & Infrastructure Plans Document Online Viewer](#)

Now online users have the ability to look up infrastructure plans through our ArcGIS Online Public Utilities Map. At the Engineer's web page, just click the GIS MAPS link at the left side of the screen, then click I AGREE, then click on the User Guide link indicated:

[GIS Maps](#)

The Engineer's office has an extensive collection of data available on GIS. Drainage, Bridges, Culverts, Contours, Floodplain, Survey and Traffic data are all available.

The LCE GIS DVD 2 Disk Set is available at the Engineer's Office for \$10.00.

[LEGAL DISCLAIMER](#)

The GIS information available was prepared by the Lucas County Engineer's and Auditor's Real Estate Division. The application was developed for internal engineering and surveying purposes for the participating entities. It was not necessarily designed or intended for general use by members of the public, and is NOT to be construed or used as a "legal description". Lucas County makes no representation or warranty as to its accuracy, its merchantability, or fitness of use for a particular purpose, express or implied. Any user of this information accepts the same AS IS, WITH ALL FAULTS, and assumes all responsibility for the use thereof, and agrees to hold Lucas County, and all its agents, harmless from and against any damage, loss or liability from any use of the information contained therein.

[I AGREE](#)

[GIS Map Gallery](#)

Minimum browser recommendations for this application are as follows:
Internet Explorer 9 or higher (IE 7 & 8 for Windows XP does not work)
Google Chrome
Mozilla Firefox

Please see the
[Survey Control Point Map User Guide](#)
[Survey Control Point Metadata](#)
[Floodplain Map Users Guide](#)
[From ArcGIS Public Utilities Map to Online Viewer User Guide](#)

Locating History...

In Dec. of 2013, I was contacted by Dave Ramsey, of Ramsey Bros. Restorations, requesting a copy of the location on a map of the original Dart Boat Company in Toledo, Ohio. In speaking with Dave, I told him I needed some background on the company, to get an idea of when and where to look in our records for what he was requesting. Here is a small part of the story:

Origins and Rebirth

Scott Ramsey found what he was looking for stashed away behind a barn in Port Clinton. It didn't look like much, but for him, the old, broken-down Dart Boat - a late 1920s speed boat made in Toledo - was the key to what he and his brothers wanted to accomplish: to find a way to perfectly replicate and reintroduce the Dart line.

Dart Boats began as a product line from the Indian Lake Boat Company in Lima, Ohio. They were developed as a line of speed boats to match the indulgence of the Roaring Twenties. In 1928, a group of investors from Toledo bought the rights to the Dart product line and brought production to Toledo.

"The group of investors from Toledo was headed by Webb Hayes, grandson of Rutherford B. Hayes, so a lot of the archives still exist in the Hayes Museum in Fremont, allowing us to document a lot of things that way," says Ramsey. The Dart product line only lasted until 1931.



Yesteryear

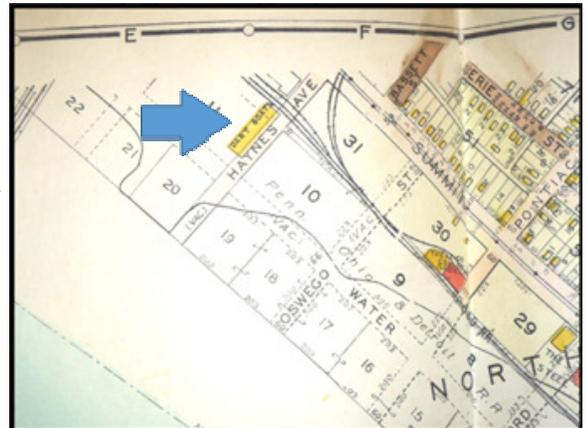


Today

Location in Toledo

Now that I knew the time period and what I was looking for, I was able to go directly to our archive of plat map book atlases, and in looking at our 1930 plat map book, I was able to track down the location of the original property of the Dart Boat Company, located on Haynes Avenue off of Summit Street in downtown Toledo. The Ramsey brothers were very appreciative that I was able to find this for them.

Brian S. Miller
Computer/CADD/Records Manager



SERVICE AWARDS

Steve Beers ~ 10 Years

La'Torian Penn ~ 10 Years

Sheila Marciniak ~ 15 Years

John Bowser ~ 20 Years

Eugene Lemle ~ 20 Years

Troy Walborn ~ 20 Years

Walt Harris ~ 25 Years

Chris Cornell ~ 30 Years



STAFF DIRECTORY

LUCAS COUNTY ENGINEER

Keith G. Earley, P.E., P.S. 213-2839

ADMINISTRATION

Administrative Deputy	Mark Drennen, MPA	213-2851
Clerical Supervisor	Missy Dixon	213-2848
Computer/CADD/Records Mgr.	Brian S. Miller	213-2852
Account Specialist	Kara Moore	213-2849
Account Specialist	Kimberly Kettman	213-2892
Engineering Records Technician	Sheila Marciniak	213-2874

ROAD MAINTENANCE DEPT.

Superintendent	Greg Wimberly	213-2890
Assistant Superintendent	Ryan Belinski	213-2891
Road Foreman	John Bowser	213-2879

DESIGN, CONSTRUCTION & TRAFFIC STAFF

Chief Deputy Engineer	Jeffery Lohse, P.E.	213-2858
Bridge Engineer	Bryan Zienta, P.E.	213-2859
Chief Surveyor	Denny Pritscher, P.S.	213-2834
Construction Engineer	Joel Palermo, P.E.	213-2840
Const. Project Supervisor	Joshua Hazard, E.I.	213-2841
Design Engineer	Patrick O'Boyle, P.E.	213-2855
Drainage Engineer	Brian W. Miller, P.E.	213-2830
Drainage & GIS	Robert Neubert	213-2832
Planning Engineer	Doug Parrish, P.E.	213-2856
R/W Coordinator	Joe Shultz	213-2864
Tax Map Supervisor	Kelly Forgette	213-4652
Township Engineer	Sarah Rowland, P.E.	213-2857
Traffic Operations Eng.	Ronald Myers, P.E.	213-2854
Traffic Operations	Kyle Warner, E.I.	213-2875

M.P.A. Masters of Public Administration

P.E. Professional Engineer

P.S. Professional Surveyor

E.I. Engineer Intern

Office Locations

Lucas County Public Works Complex
Lucas County Engineer's Office
1049 South McCord Road
Holland, Ohio 43528
419-213-2860



Lucas County Engineer's Tax Map Dept.
One Government Center, Suite 770,
Toledo, Ohio 43604-2258
419-213-4652

