

2025 ANNUAL REPORT

Washington County Engineer

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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 2025.

As County Engineer, it is my responsibility and privilege to oversee the planning, construction, and maintenance of our county's transportation infrastructure. This annual report summarizes the work our department performed in 2025 and provides a glimpse of what the future holds for Washington County infrastructure in 2026.

Each year weather, budget limitations, and increasing infrastructure demands create numerous challenges for the department. However, with the dedication and excellence found in our staff, cooperation and coordination with multiple government entities, along with aggressively pursuing grant funding opportunities we continue to find a way to overcome these challenges. As always the department is committed to being responsible stewards of taxpayer dollars and holds the highest standards when it comes to improving County infrastructure.

The condition of the County infrastructure found herein is a reflection of the dedication and commitment of our supervisors and employees at the Washington County Engineers Office and Highway Department. It is an honor to lead this group of professionals.



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



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

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 state-wide *Gasoline Tax*, and 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 revenue sources that are competitive and often 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.

Entering 2025, the Engineers Office had a carryover of \$2,212,943 with an encumbrance of \$1,137,426. This carryover allowed expenses to exceed revenue for the year as encumbered funds were spent on projects throughout the year.

Capital improvement projects included an OPWC project, several ODOT funded projects, permissive sales tax projects, all constituting 48% of the departments expenditures.

Personnel cost contributed to 30% of the department’s expenditures as health insurance rates increased. The department currently has 34 total employees maintaining 341 miles of roadway and 377 bridges.

1% Permissive Sales Tax

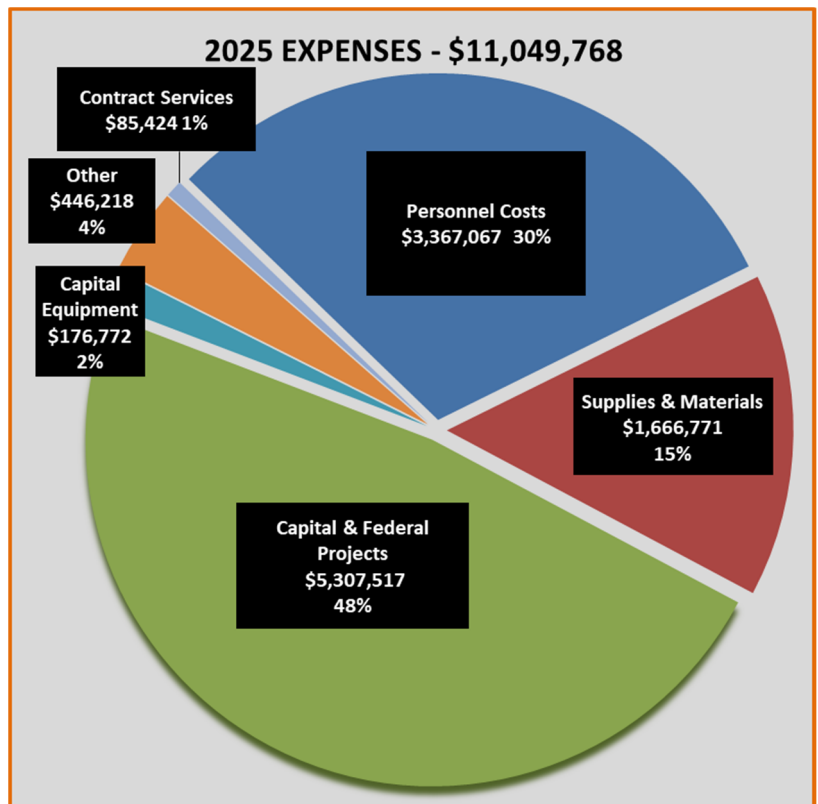
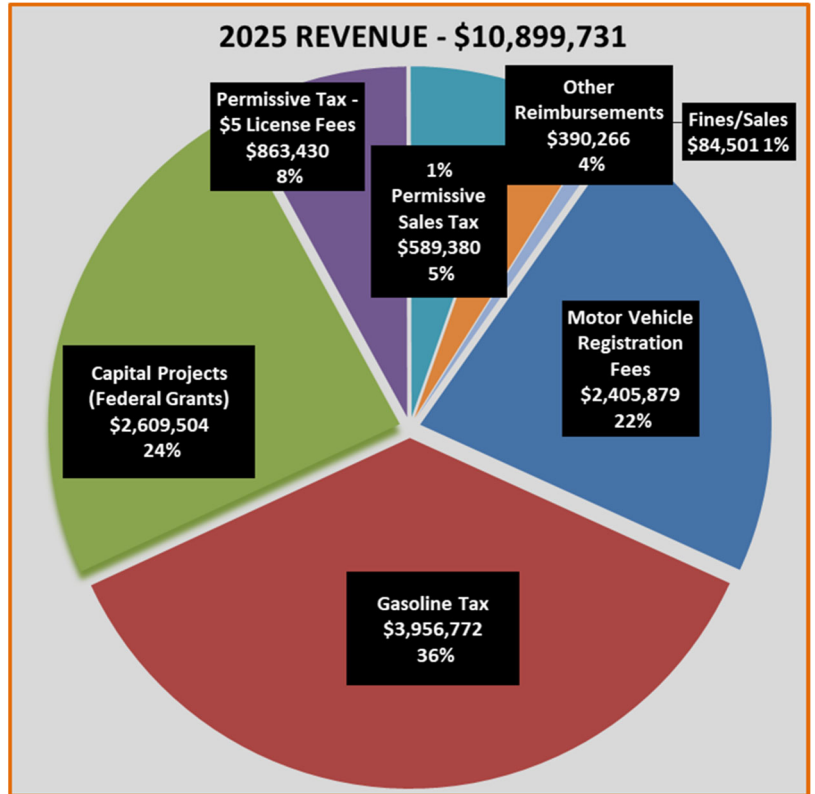
Washington County is unique in that the County Engineer’s Office and 22 townships receive 1% Permissive Sales Tax funding from the County Commissioners. The allocation in 2025 was:

70% to the County Commissioners, 24% to the Township Trustees, and 6% to the County Engineer. In 2025, our office received \$589,380 in Permissive Sales Tax funding.

In recent years the 1% Permissive Sales Tax funds have been used for road repair and maintenance but moving forward the funds will be shifted toward bridge maintenance and replacement as the cost of bridge rehabilitation has become increasingly higher, while all revenue sources, such as MVGT, have remained flat with a minimal increase over this same time period.

It has been my goal to negotiate with the County Commissioners and Township Trustees to change the 1% Sales Tax percentage allocation. An increase to the County Engineer percentage has been requested for several years - talks are ongoing but not much progress has been made.

Budget - Revenue & Expense



2025 Road Condition & Road Projects

In 2025, County forces completed chip and seal on 52 miles of road. A fog seal was then applied in-house, and centerline striping was completed by contract. Oglesby Construction was the centerline striping contractor, striping 89.923 miles of County roads for a total of \$93,176.85.

The County contracted with Shelly & Sands to resurface 2.40 miles of C-375 (Glendale Rd) and partnered with the City of Belpre to resurface 0.41 miles of Rockland Ave at \$734,642.30, utilizing County MVGT (20% of project cost) and Federal Highway funding (80% of project cost). The City of Belpre reimbursed our office \$36,860.58 for their portion of the paving project. The Shelly Company was selected to cold mix motor-pave 3.03 miles of CR 9 (County Road 9) and 3.86 miles of C-21 (Leith Run Rd) for \$933,811.99 funded by OPWC and MVGT as follows: \$381,560 in OPWC grant funds, \$309,460.87 in OPWC loan funds, and \$242,791.12 in local MVGT match.

Road Condition Goal:

Maintain the county road system such that 90% of the roads are in at least fair condition, currently 94%

| CONDITION | PCI RANGE | AVERAGE PCI CONDITION | LENGTH (MILES) | PERCENT TOTAL | ACCUMULATING PERCENT |
|-----------|-----------|-----------------------|----------------|---------------|----------------------|
| EXCELLENT | ≥ 92 | 97.1 | 84.4 | 25% | |
| VERY GOOD | 91-82 | 86.9 | 67.1 | 20% | 45% |
| GOOD | 81-68 | 77.6 | 117.4 | 34% | 79% |
| FAIR | 67-50 | 57.5 | 52.5 | 15% | 94% |
| POOR | 49-31 | 44.4 | 20.3 | 6% | 100% |
| FAILED | ≤ 30 | 0 | 0.0 | 0% | |

| Surface Type | AVERAGE PCI CONDITION | LENGTH (MILES) |
|--------------|-----------------------|----------------|
| Asphalt | 68.0 | 114.96 |
| Chip Seal | 82.6 | 225.40 |
| Concrete | 95.0 | 1.25 |
| Gravel | | 0.0 |
| TOTAL LENGTH | | 341.61 |

Summary Road Condition as of December 2025

Road Miles by Surface Type as of December 2025

Paving

C-375 (2.40 miles) was paved totaling \$734,642. C-9 (3.03 miles) and C-21 (3.86 miles) were paved totaling \$933,812. Total paving cost \$1,668,454.00

Chip Seal

County Highway employees chip sealed 52 miles, using approx. 5,970 tons of stone and 249,150 gallons of asphalt emulsion for a total chip seal price of \$1,001,032.

The county roads chip sealed were C-6, C-9, C-17, C-18, C-21, C-42, C-109, C-453, C-803. Chip sealed roads were also fog sealed and centerline striped.

Snow & Ice Control

The snow and ice control season begins in October and continues through April. This snow season has been extremely cold and we have seen more snow than years past. During the last salt contract period, the County purchased salt at \$84.68 ton, almost \$6 ton less than 2024. Overall cost for snow and ice treatment in 2025 was around \$430k, which was very comparable to the winter of 2024.

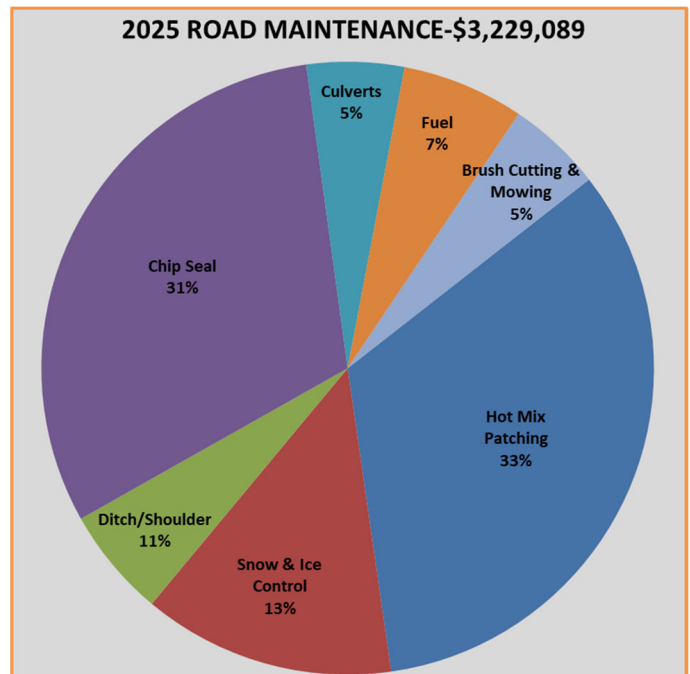
Culverts

Yearly, County crews replace deteriorated culverts, repair and clean existing culverts and install residential driveway culverts via a permit system. In 2025, the County issued 19 driveway permits for culvert installation. All County culvert work totaled \$166,235.

Mowing & Brush Cutting

Over the past several years the County has transitioned to Mower Max mowers to replace the John Deere tractors with boom mowers. In 2025, the County purchased their fourth Mower Max from Nottingham Township in PA for \$150,000 to add to the fleet. Our department has found these mowers to be a versatile piece of equipment in our fleet and used year round with a variety of attachments available. Starting in May until late fall, four mowers actively mow county roadways. The County spent approximately \$162k on mowing and brush cutting in 2025.

In 2025, County forces spent \$1,074,830 hot mix patching all County roads prior to completing the departments chip and seal program.



2025 Bridge Condition

Washington County has 377 bridges to maintain on their annual inventory with a total of 38 load-restricted bridges. In addition, 6 Covered Bridges, all closed to vehicular traffic, are scattered throughout the county. There are 201 bridges that are greater than 20 feet and 176 bridges that are 10-20 feet. Annual bridge inspections are completed on all bridges to monitor any changes and keep bridge inventory current.

Bridge Maintenance

The County Bridge Crew provides a variety of yearly maintenance services on County bridges to preserve and extend the bridges useful life. Common maintenance items include washing and cleaning every bridge to prolong service life, weed eating and clearing of debris, installing dump rock to mitigate stream scour, and many others. In 2025, our forces spent roughly \$165k on bridge maintenance and protection.

Bridge Replacements

In July 2025, Black Horse Bridge Construction replaced the T-32-0262 bridge in Adams Township using 100% funding from FHWA. The project was completed in November and cost \$649,681.

In August 2025, R.C. Construction Company & Son, Inc. began work on the replacement of C-111-0465 in Decatur Township. Construction of the new three span concrete slab bridge and road improvements is still ongoing with a contract completion date of June 1, 2026, at a cost of \$1,593,866. Funding for the project is 80% from FHWA, 15% Credit Bridge, and 5% Local.

Bridge Program - 2026

In 2026, the C-27-0645 (Barth Road) Bridge in Dunham Township is slated to be replaced using 100% County funds. The new bridge will be an In-Quik Bridge System, which consists of prefabricated stay in place forms and reinforcing for cast in place concrete. The system allows for the County to minimize the road closure and construction time.

Preliminary design was completed in 2025 for T-319-0002 (Stille Road) in Salem Township and final design has started and will continue through 2026. Estimated Federal FY 2029 Construction cost of \$1,241,700, and will consist of 80% Federal grant and 20% Local.

| | | | | | 2025 BRIDGE INSPECTION DATA |
|-----------------------|--------------------------|-------------------|--------------------------|----------------------|---|
| CONDITION DESCRIPTION | BRIDGE GENERAL APPRAISAL | NUMBER OF BRIDGES | PERCENT OF TOTAL BRIDGES | ACCUMULATING PERCENT | |
| EXCELLENT | 9 | 18 | 4.76% | | <p><u>Bridge Condition Goal</u> Maintain all County bridges such that 90% are at, or above, a general appraisal of 5, fair condition.</p> <p><i>This goal was just missed, as the accompanying table shows.</i></p> |
| VERY GOOD | 8 | 41 | 10.88% | 15.65% | |
| GOOD | 7 | 146 | 38.73% | 54.38% | |
| SATISFACTORY | 6 | 82 | 21.75% | 76.13% | |
| FAIR | 5 | 51 | 13.53% | 89.66% | |
| POOR | 4 | 34 | 9.02% | 98.67% | |
| SERIOUS | 3 | 5 | 1.33% | 100.00% | |
| CRITICAL | 2 | 0 | 0.0% | | |
| OUT OF SERVICE | 1 | 0 | 0.0% | | |



WAS-T-32-0262

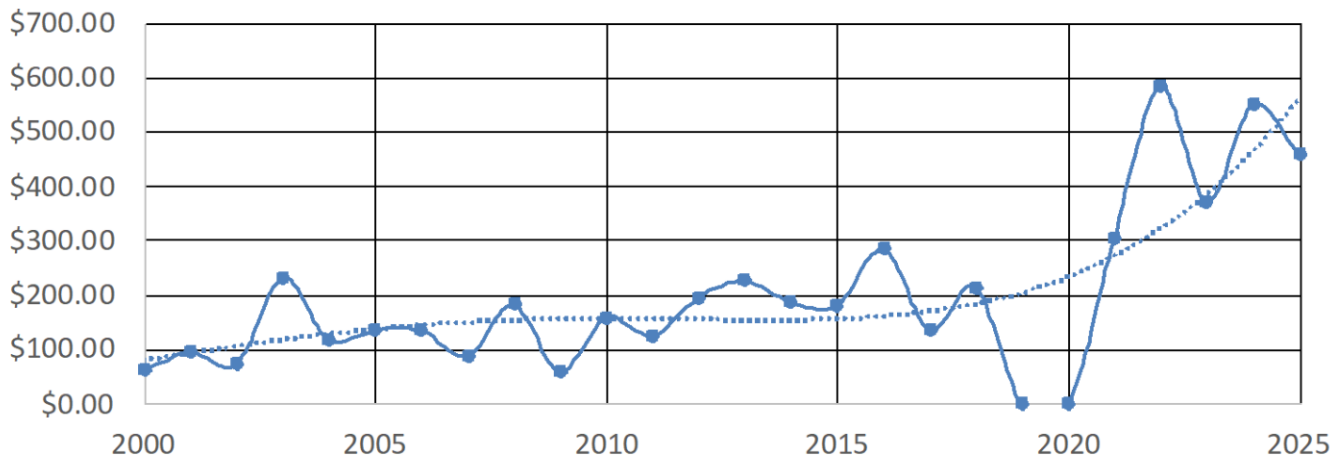


WAS-C-111-0465



WAS-C-111-0465

Washington County Engineer Bridge Construction Cost Per Square Foot



2025 Various Projects

Our office continues to be the project lead for the Marietta CROSS project that began in 2024 and is in partnership with the City of Marietta and Marietta College, funded solely by a USDOT RAISE planning grant totaling approximately \$1 million. In 2025, our office passed through \$317,995 to American Structurepoint Inc., the consultant for this study; since inception \$777,310 has been expended. This project is designed to connect Marietta College to downtown Marietta, then connect downtown Marietta to Harmar Village, crossing the Muskingum River at the Harmar Bridge.

In the Summer of 2025, heavy rains washed out a large culvert in Palmer Township on Lakewood Rd. Our office assisted in the road closure, project estimate to repair the wash out, and assisted the township with an emergency OPWC application. The project was bid and awarded to Black Horse Bridge Construction in October for \$248,398. However, due to the time frame on the casting of the box culvert the project was delayed, with completion in Spring 2026.

Heavy rains and flooding in 2025 also brought another state disaster to the area. Our office assisted Muskingum, Adams, and Ludlow Township in securing funding to repair several sites in their township that were damaged. Repairs continue to be ongoing but should be completed in 2026.

Due to the sewer project that has been ongoing since 2022 in Muskingum Township, Devola area, 28 township roads covering 7.85 miles experienced areas of road edge cracking and partial base failure. Our office facilitated a partnership between Muskingum Township and the Washington County Commissioners, applying for an OPWC project to resurface the roads. The project was approved and will be put out for bid in 2026. The project will fully resurface the township roads, rather than spot patch, and will be completed at a savings to both parties, utilizing approximately 400k in grant funding and leveraging local tax dollars, the project is estimated at a little over \$1 million.



Palmer Township Culvert Washout



Devola Street Damage

Marietta CROSS Project Proposal



2026 Outlook

As the department prepares for 2026, a variety of projects are in the planning and bidding stages. By County forces or by contract projects will cover everything from guardrail replacement, bridge rehabilitation, and road resurfacing.

In 2025, an innovative bridge replacement system was purchased from CMC Steel Fabricators for the C-27 Bridge replacement project. The original scope was to have County forces install the bridge system and complete the replacement project. However, as the project comes to fruition, the project will be completed by contract in 2026.

The Hune Covered Bridge Rehabilitation is scheduled to bid in April 2026 after meeting a vigorous timeline of environmental clearances. The Engineer's Estimate on the project is \$1,678,842. The project has received TAP and RTPO funding, totaling \$1,608,548 and the remaining balance will be offset with local funds. This rehabilitation project will restore the existing bridge to pedestrian traffic only. While the decision to not reopen the bridge to vehicular traffic isn't popular, it simply isn't cost effective. The cost of reopening the covered bridge to vehicular traffic would be more costly and the bridge would still be required to be significantly load posted.



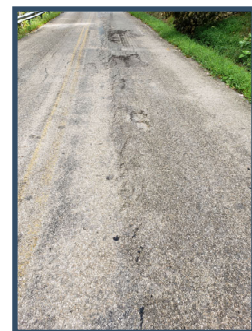
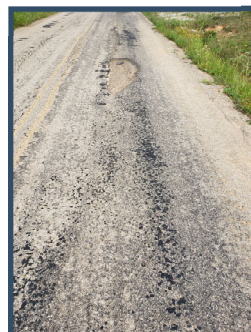
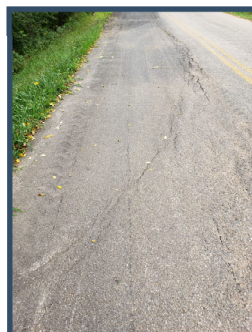
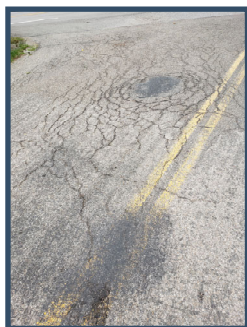
Hune Covered Bridge —>
<—Pier Damage

County wide there are several areas where guardrail improvements are needed. In 2026, in house forces will focus on replacing existing guardrail and adding new guardrail on C-10 (Blue Knob Rd) & C-13 (Cole-Coffman Rd).

Masonic Park Rd, C-341, in the Devola area is a County road and after negotiation with the Muskingum Township Trustees, both parties have agreed to turn the road over to the township for maintenance. This would give Muskingum Township Trustees jurisdiction over all the roads that run through the Devola area, a zoned community. C-341, 2.12 miles, will be resurfaced prior to the ownership change as agreed upon by both parties.

In March 2026 bids will be opened for the motor paving of C-47 (Sheets Run Rd) and C-544 (Zion Ridge Rd). This an OPWC project that will resurface 1.72 miles of C-47 and 2.20 miles of C-544 and is estimated to cost \$973,126. In the past my office has received loan and grant funding from OPWC, however this project is unique in that it will only receive OPWC grant funds of \$384,059 and the remaining balance of the project will be covered by MVGT funds. With limited local funds the bid amount of this project will determine the number of additional local projects that can be funded by MVGT throughout the rest of the year.

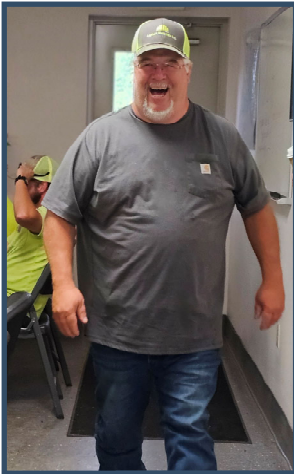
C-47 & C-544



Message from the Engineer

After many years of dedicated service, 2025 was the year my office recognized and celebrated the retirement of two valued members of our department, Foreman Eric Westbrook (33 years) and Engineering Technician Tim January (almost 25 years). Their hard work, commitment, and knowledge have played an important role in our daily operations and the departments long-term success. Throughout their careers we worked together to build lasting relationships with many agencies and individuals, supported countless projects, and helped shape a unique workplace environment. Their contributions to the department will not be forgotten, and their presence has been greatly missed.

Eric Westbrook



Eric and Tim thank you for years of service to Washington County and I hope you are enjoying retirement. You both deserve it!!

Tim January



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

Washington County Engineers Office &
Highway Department
December 2025



Front Row: Rob Bayles, Levi Cox, Brandon Holdren, Levi Cochran, Daryn Cochran, Emily Griffin, Mary Ellen Tokodi-Ruth, Amy McCartney, Eric Smith, Roger Wright (County Engineer), Brandon Hvizdzak, Frank Bland (Highway Superintendent)

Middle Row: Isaiah Johnson, Carter Kelley, Cody Handschumacher, Jeff Lang, Nick Bowersock, Nate Jackson, Justin Chesser, Richard Erb

Back Row: Greg Hinton, Austin Jenkins, Gary Smitley, Kurt Marshall, Steven Scott, Ernie Rummer, Brian Smith, Darin Howell, Tyler Antill, Jason Camp, John Thomas, Mike Hanes, Dave Panozzo, Donnie Arnold, Tyler Kramer, Dave Garvin Not pictured: Doug Parks, Mark Haught



Start your covered bridge tour today!

Scan the QR code to take a tour of the Covered Bridges in Washington County and to view the latest County Map.

