

**Monroe County Engineer
Amy M. Zwick, P.S., P.E.
Annual Report for 2024**

January 30, 2025

Per the Ohio Revised Code, Section 5543.02, I am providing an annual report for the review and record of the Monroe County Commissioners. This report will provide a summary of the activities during the calendar year on County-owned roads, bridges and other infrastructure.

The County Engineers office is responsible for the maintenance and upkeep of **361.94 miles¹** of County Roads, including all drainage, culverts, signs, mowing, guardrail, snow/ice treatment and embankment stability. The Engineer's office is also responsible for all bridges on County Roads, and bridges on Township Roads. The current number is **179 bridges** on the County Engineers inventory.

The County Engineers budget is financed through a gasoline tax and a vehicle registration tax, as well as minor income from permit fees and sales/services. For several years, this financing has been extremely lacking, limiting the Engineers office's ability to maintain roads and bridges at a safe and good condition. Whenever possible, Federal grant money and Ohio Public Works funds have been applied for, to replace those lacking funds. In more recent years, Oil & Gas industry has moved into Monroe County and the Operators have contributed significantly to the upgrade/improvements of the County's infrastructure. In 2020 and continuing through 2024, Oil & Gas activity took a major downturn in Monroe County, which is reflected in the decrease in permits, RUMAs, and road upgrades/improvements.

In a continued effort to generate additional income and close the gap in the Engineers needed funds, the option of enacting additional permissive vehicle registrations has been discussed multiple times. The Commissioners held the two required public hearings in April 2019. Based on public input, the motion was made against enacting any additional permissive taxes at this time. This topic was revisited in discussions between Commissioners and Engineers offices since 2019, but has not been pursued any further.

Thanks to the efforts of many individuals across Ohio, in mid-2019 the State approved an increase in the rate and modification of the distribution of revenue from motor fuel excise taxes (fuel tax). This increase took effect July 1, 2019. Projected data for 2020 indicated that each County Engineer would receive an additional \$1 to \$1.5 million. Unfortunately, with the COVID-19 pandemic occurrence, the impact of the fuel tax increase was offset by the sudden decrease in fuel consumption. The long-term effect of COVID-19 on remote-working is anticipated to reduce the fuel consumption permanently, with an estimate of 25% reduction in fuel excise tax income for County Engineers.

While the County Engineers office continues to stretch each dollar as far as we can, by applying for as many grants as we can afford to match, performing work in-house when cost-effective, and working with Oil & Gas operators to cost-share on projects, the funds required to maintain "status-quo" are still not able to be met solely on the Engineers budget alone. Future plans of additional funding sources will need to be seriously considered, in order to prevent our county infrastructures deterioration.

Please continue to the following pages for more detailed information on the projects and activities of the Engineers Office in 2024.

¹ Due to the LBRS Incorporation of Monroe County in February 2023, a bulk milage update was made to the County inventory mileage. A total of -9.860 miles was removed based on more recent measurement tools.

COUNTY PERMIT SUMMARY

Special haul permits

Special Haul Permits Summary	2024	2023	2022	2021	2020
Total Permits Approved	143	236	282	340	202
Total permit fees received	\$18,500.00	\$24,650.00	\$32,425.00	\$33,775.00	\$26,225.00
Total fees paid to consultants	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total bridges analyzed (at least once)	4	7	1	9	4
Total bridges analyzed that were not passable	0	2	0	2	0

Right of Way Work permits

Right-of-Way work Permits Summary	2024	2023	2022	2021	2020
Total Permits Approved	128	95	106	109	155
Total permit fees received by County	\$4,550.00	\$3,490.00	\$3,580.00	\$3,830.00	\$4,090.00
Total permit fees paid to Townships	\$1,400.00	\$100.00	\$550.00	\$500.00	\$500.00

COUNTY EQUIPMENT PURCHASES/SALES

Since the onset of the COVID-19 pandemic, trucks and equipment purchases have been delayed and/or there are significant backlogs in production. The new trend that seems to be forming is to order a truck or new equipment, then wait up to 12 months for delivery. In some cases, the number of orders being taken per year is limited, and the option to order is not even possible. Below is a summary of equipment purchases made in recent years, with notes where equipment funds were encumbered in one year, but the equipment was not received until the following year or after:

Equipment	2024	2023	2022	2021	2020	2019	2018	
2019 F250 Regular Cab Truck x 3							\$89,111.49	
John Deere 710 Backhoe Loader							\$143,313.52	
Wacker BS60-4A Compactor							\$2,682.00	
Meyer Snow Plow & Install x 3							\$16,356.00	
Tiger Model Ditch Cleaner Attachment							\$9,250.00	
2020 f450 Regular Cab Truck x 1						\$40,136.00		
2021 International HV507 Dump w/ Plows x 2					\$296,728.46			
2018 Case 621G Wheel Loader					\$139,750.00			
2016 Gradall D152					\$149,900.00			
2019 Bomag Roller					\$99,900.00			
2018 Bomag Roller				\$47,500.00				
2018 Felling Tilt Trailer (Used)				\$4,605.13				
2022 F250 Regular Cab Truck				\$35,712.00				
John Deere 6110M Tractor x 2			Received	\$159,534.72				
Alamo 22' Samurai Boom Mower x 2			Received	\$107,254.40				
2022 F250 Regular Cab Truck		Received	\$37,175.00					
2022 F250 Regular Cab Truck		Received	\$45,420.00					
2023 F450 Regular Cab, Dump Bed & Plow		\$103,688.00	Ordered					
2023 International HV507 Dump Truck x 2	\$377,797.32	Pending	Ordered					
2024 Kobelco SK85CS	\$133,688.50							
Kent FRD F9 Hammer	\$20,080.00							
Total	\$531,565.82	\$103,688.00	\$82,595.00	\$354,606.25	\$686,278.46	\$40,136.00	\$260,713.01	
		*Anticipated receipt in 2023 - not received. Funds carried over to 2025						

As vehicles and equipment age through use, or normal course of technology improvements, they reach a point where they become obsolete, unfit or unneeded for public use. At this point the Engineers Office requests approval from the Commissioners to dispose of these pieces of equipment, either through sale or proper method of disposal. No equipment was sold or disposed of in 2024.

PERSONNEL ACTIVITY

Retirements

Robert “Bob” Elder, Truck Driver in Bargaining Unit, retired July 27, 2024 with 12 years of service to the County

Bill Moats, Equipment Operator in Bargaining Unit, retired December 31, 2024 with 32 years of service to the County

Promotions

Dave Saffle, promoted to Truck Driver, August 4, 2024

New Hires/Transfers

Travis Berry, Laborer in Bargaining Unit, hired January 22, 2024

Jeff Brown, Laborer in Bargaining Unit, hired February 26, 2024

Matt Nalley, Laborer in Bargaining Unit, hired September 22, 2024

Charlie Longwell, Laborer in Bargaining Unit, hired September 23, 2024

Clay Weckbacher, Assistant Engineer, hired October 1, 2024

Cody Pittman, Laborer in Bargaining Unit, re-hired November 25, 2024

Shawn Ferrell, Laborer in Bargaining Unit, hired December 16, 2024

Resignations/Terminations

Aaron Perkins, Laborer in Bargaining Unit, resigned February 2, 2024

Keith Piatt, Equipment Operator In Bargaining Unit, resigned February 16, 2024

Travis Berry, Laborer in Bargaining Unit, resigned July 30, 2024

Cody Pittman, Laborer in Bargaining Unit, resigned October 21, 2024

Charlie Longwell, Laborer in Bargaining Unit, resigned November 13, 2024

Seasonal Hires

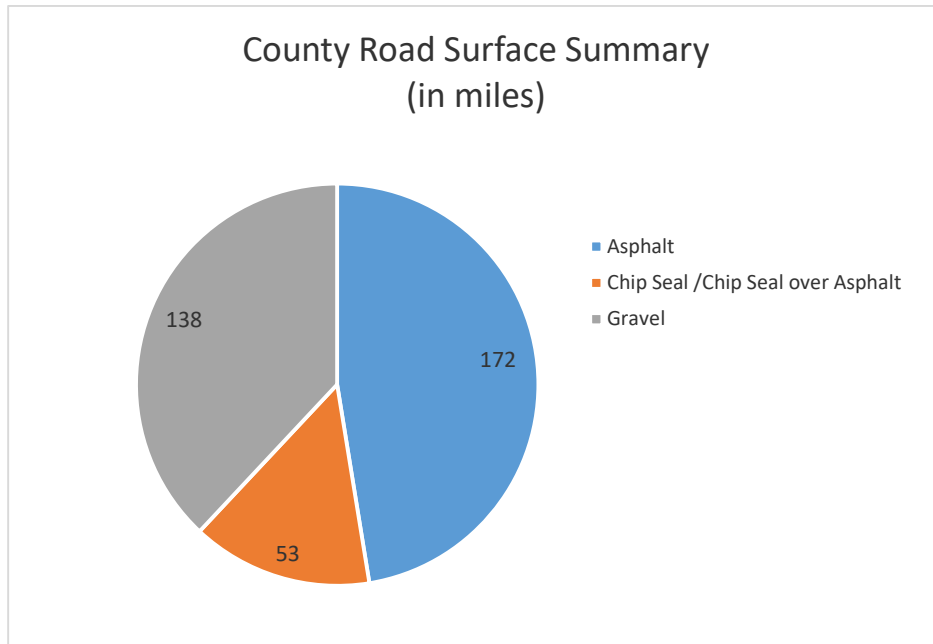
The Engineers Office typically hires seasonal (summer) employees to assist with the increased work load that generally occurs during the summer months. For the 2024 summer season, seven seasonal employees were hired to work various timeframes between May and September. These seasonal workers greatly increase our ability to form multiple work crews and complete several more projects than in the off-season. The total cost for all seasonal employees for 2024 was \$28,402.52 (2627 hours).

One of the seasonal workers wages were funded through the Monroe County Department of Job and Family Services, Workforce Program Work Experience, with a total value of \$3,833.87 (290 hours).

ROAD & BRIDGE INVENTORY

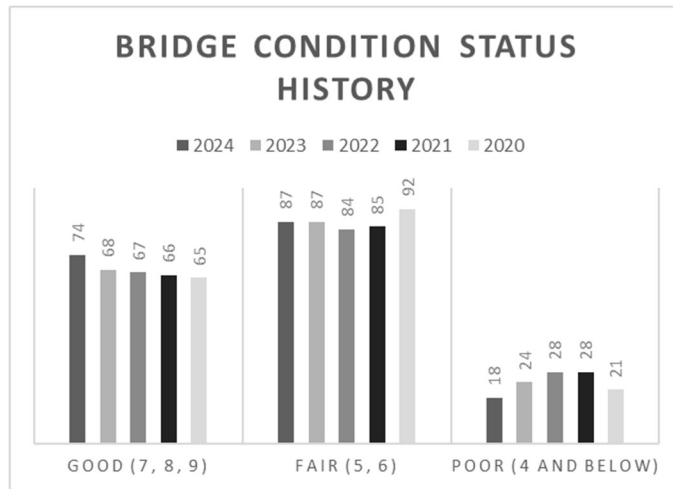
Monroe County roads are composed of a combination of three types of road surfaces: Asphalt, Chip Seal and Gravel. In recent years, Oil & Gas operators have upgraded several miles of County roads that were previously gravel or chip seal, to asphalt. However, the County Engineers budget does not provide enough to maintain the increased asphalt surfaces, nor to upgrade chip seal or gravel surfaces to asphalt. The trend is to chip seal over asphalt roads for preservation purposes and return once-hard surface roads to gravel, if the traffic volume is low enough to warrant. You may also note the change in total road mileage from 2023 to 2024. Please refer to Page 2 of this report for an explanation regarding that change.

Road Surface Type	Miles (2017)	% in 2017	Miles (2024)	% in 2024
Asphalt	160.113	43.17%	172	47.44%
Chip Seal /Chip Seal over Asphalt	54.544	14.71%	53	14.56%
Gravel	156.191	42.12%	138	38.01%
Total	370.848	1	362	



All bridges on the County inventory are inspected at least annually and rated on a scale from 1-9, with “9” being new or like new condition. Below is a summary of the rating conditions from 2024 for all bridges on the County inventory.

Bridge Inventory Condition Status	2024 # of Bridges	2023 # of Bridges	2022 # of Bridges	2021 # of Bridges	2020 # of Bridges	%
Good (7, 8, 9)	74	68	67	66	65	41.34%
Fair (5, 6)	87	87	84	85	92	48.60%
Poor (4 and below)	18	24	28	28	21	10.06%
Total	179	179	179	179	178	100.00%



When a bridge is unable to support the required Ohio Legal Loadings, it is load-posted with signage to indicate to the traveling public what weights are allowed to cross the structure safely. Below is a summary of the posted bridges over the past years.

Load Posted Bridges	2024	2023	2022	2021	2020	2019	2018
Number of Posted Bridge	34	34	35	34	31	32	31
% of Total	18.99%	18.99%	19.55%	18.99%	17.42%	17.98%	17.42%

FUNDED PROJECTS SUMMARY – COMPLETED & ACTIVE

Each year the County Engineers office applies for several types of funding, which have specific targets or qualifications that determine what roads, bridges, etc. the funding can be used on. Nearly every funding source also requires local participation through funding match or in-house contributions of labor, equipment and/or materials. Below is a summary of the projects either completed or on-going in 2024, with funding sources associated. Rows that are shaded are complete and the rows with white background are on-going. More details on each project will be included in the following sections of this report.

Project Type	Bridge/Road Number/Description	Percent Funded	Project Total Cost (Estimate if not completed)
Bridge	MOE-T0183-0.13	100%	\$465,000.00
Bridge	MOE-T2001-0.13	100%	\$606,867.00
Bridge	MOE-TR0307-0.75	80%	\$760,424.76
Bridge	MOE-TR1206-0.01	80%	\$407,022.00
Bridge	MOE-TR683-0.01	OPWC (Materials), County installation	\$67,889.25

Bridge	MOE-T0183-00.50 (Combined with TR183-0.13)	100% Design/Construction , Local pays CE/Inspection	\$751,000.00
Bridge	MOE-TR1004-2.27	\$725,000 (FLAP) \$248,198 (OPWC Grant) \$283,060 (OPWC Emergency) \$175,000 Local Match/Bridge Credits	\$1,431,000.00
Bridge	MOE-TR2214-0.06	100% Design/Construction , Local pays CE/Inspection	\$987,000.00
Road Improvement	CR26-5.72 Slip, CR26- 6.78 Slip & Road Improvements	\$1,500,000	\$1,500,000.00
Road/Resurfacing	CR9A	OPWC \$400,000grant/\$258,000 Loan, \$234,793 County	\$891,943.42
Road/Resurfacing	CR29/29A	100% up to \$500,000 MAX	\$500,760.00
Road/Resurfacing	CR22	\$500,000 MAX (Local Roads) \$400,000(OPWC grant) \$325,000(OPWC loan)	\$1,611,200.00
Safety - Pavement Marking	New Pavement Marking	100%	\$103,250.00
Sign	Sign Upgrade project - Various signs	80%	\$11,318.85
Slip Repair	CR4-2.50, CR10-8.07, CR12-5.50, CR29- 1.86extension	OPWC 90%, Local 10%	\$838,731.99
Slip Repair	CR96-1.01, CR16B-2.54, CR43-0.13, CR43-0.19, CR43- 0.39, CR43-1.89, CR4-7.64	OPWC 90%, Local 10%	\$1,136,319.84
Slip Repair	CR26-6.78 Slip Repair Design	TID \$90,000 MAX	\$63,780.00
Slip Repairs/Flood Damage	County-wide FEMA disaster 4424	FEMA 75%, State 25%	\$17,730,681.77
Slip Repairs/Flood Damage	County-wide State disaster March 2020	EMA 75%, Local 25%	\$5,683,156.91
Slip/Flood Damage (January)	County-wide State disaster (January)	EMA 75%, Local 25%	\$832,046.68
Slip/Flood Damage (June)	County-wide State disaster (June)	EMA 75%, Local 25%	\$181,443.44
Slip/Flood Damage (May)	County-wide State disaster (May)	EMA 75%, Local 25%	\$108,794.74
Slip/Flood Damage (January)	County-wide State disaster (January)	EMA 75%, Local 25%	\$3,337,319.55
Slip/Flood Damage (April)	County-wide State disaster (April)	EMA 75%, Local 25%	\$12,737,853.77

Infrastructure Improvements, Repairs & Maintenance

The County Engineers Office manages several types of projects each year in order to maintain, and improve our County's Roads and Bridge system. Routine project types are:

- (1) Slip Repairs
- (2) Culvert Repairs & Maintenance
- (3) Road Repairs & Maintenance
- (4) Bridge Repairs & Maintenance

These infrastructure improvements, repairs and maintenance are achieved through a number of methods:

- (1) In-house/Force Account – County employees, equipment and material are used
- (2) Contracted out – County awards project(s) to contractor(s). Typically, this is done when the County forces are unable to perform the work needed.
- (3) Outside entity contract – An entity other than the County contracts work to be done on County-owned infrastructure through a Road Use agreement or permit. Typically, this will be done by an Oil & Gas Operator.
- (4) Funded - Funding authority awards project(s) to contractor(s). This can include funds that the County applied for, or funds that were made available due to a weather event, such as flooding.

In the following several sections, summaries and information will be provided on the many different types of projects completed this year.

SLIP REPAIRS

Slip Repairs In-House/Force-Account

Project Type	Route/Location	Force Account Cost
Rock Slide Removal	CR27	\$3,900.11
Slip Repair 100' Retaining Wall	CR43 5.00	\$47,672.11
2024 April Flood Damage (Cat A&B) Repairs	COUNTY WIDE	\$72,396.36
2024 April Flood Damage (Cat C) Repairs	COUNTY WIDE	\$8,780.35
Pipe Piling Wall 60'	CR22-1.80	\$35,813.97
Rock Embankment 125'	CR22-1.875	\$17,821.21
Rock Embankment 45'	CR22-1.70	\$10,583.45
Rock Embankment Repair	CR92-0.33	\$21,882.19
Rock Embankment Slip Repair	CR53 1.60	\$30,726.77
Slip Maintenance	CR22-1.32	\$9,630.93
Slip Repair	CR 18 - 1.80	\$11,537.30
Slip Repair 100'	CR22-1.94	\$43,192.79
Slip Repair 140'	CR22-2.00	\$64,186.85
Stream bank armoring	CR5 0.72 & 0.86	\$5,065.19

Total Slip Repair Project force account costs for 2024 = \$383,189.58

Slip Repairs EMA Funded

2022 EMA Events (May & June)

Two separate disaster declarations affected Monroe County in 2022, in May & June. The majority of the May and June 2022 damages were addressed immediately after the storm event and in 2023, with only one location (CR53-1.60 Rock Embankment) left to be repaired in 2024. This work was completed by Force Account and is shown in the table above.

2023 EMA Events (January)

Another bout of bad weather hit Monroe County in January 2023, causing a significant amount of damage, and resulting in a disaster declaration. All damages except for 3 were repaired in 2023 and 2024. The table below lists damage locations for this event.

Road	Damage	Contract/Force Account	Work Complete?
CR10	Slip/mudslide	Force Account	Yes
CR105	Culvert plugged/washout	Force Account	Yes
CR11	Ditch & culverts plugging	Force Account	Yes
CR138	Culverts plugged/washout	Force Account	Yes
CR15	Slip/Mudslide (39-36-14, 81-12-15)	Force Account	Yes
CR44	Plugged culvert, shoulder erosion	Force Account	Yes
CR13	Road washout/culvert plugged/flooding	Force Account	Yes
CR29	Slip/mudslides	Force Account	Yes
CR45	Slip/Mudslide	Force Account	Yes
CR45	Slip/Mudslide	Force Account	Yes
CR45	Road washout/flooding	Force Account	Yes
CR57	Road washout/flooding	Force Account	Yes
CR65	Road washout/flooding	Force Account	Yes
CR72	Slip/mudslide	Force Account	Yes
CR78	Road washout/flooding/plugged culverts	Force Account	YES
CR88	Slip/mudslide (39-36-14, 81-12-15)	Force Account	Yes
CR88	Slip/mudslide (39-35-13, 81-07-51)	Force Account	Yes
CR88	Slip/Mudslide (39-35-13, 81-07-52)	Force Account	Yes
CR88	Slip/Mudslide (39-35-14, 81-07-54)	Force Account	Yes
CR88	Slip/Mudslide (39-35-14, 81-07-54)	Force Account	Yes

CR9A-1.72	Road washout/culvert plugging	Force Account & Contract	YES
CR96	Slip/Mudslide (39.635529, 80.875451)	Oil & Gas operator completed	Yes
TR183	TR183-0.50 Bridge flooding/approach washout	Township complete - not seeking reimbursement	Yes
CR15-1.81	Slip (39-35-41, 81-14-58)	Contract - OWV & Stahl Sheaffer	YES
CR15-8.00	Slip	Force Account	No
CR22	Slip - 60 feet long	Contract	YES
CR26-4.60	Large culvert & adjacent culvert overtopped and road washout, culverts plugged	Force Account	YES
CR29-8.00	Culvert plugging/washout	Contract	YES
CR40-0.96	Road washout/flooding	Contract	YES
CR40-6.10	Slip - 70 feet long	Contract	YES
CR42	Slip/Stream Erosion - 100 feet	Contract	YES
CR42-0.83	Road flooding/surface damage	Contract	YES
CR43-1.52	Slip - 60 feet long	Contract	YES
CR43-5.00	Slip & broken culvert	Force Account/Contract	YES
CR45-4.40	Slip/Erosion	Contract	YES
CR47-1.295	Culvert plugging/washout	Force Account	No
CR47-1.65	Road washout/flooding	Force Account	No
CR47-3.97	Slip/Erosion/plugged culvert	Force Account	YES
CR72-1.954	Culvert plugged/washout	Force Account	YES
CR81-0.94	Slip	Contract - OWV & Stahl Sheaffer	YES
CR89-0.40	Road washout/flooding	Contract	YES

CR89-0.498	Culvert plugging/washout	Combination	YES
TR1206	TR1206 Bridge washout/failure	Jackson Township completed	YES
TR358	TR358 Bridge - flooding/washout of backfill	Force Account	YES

2024 EMA Events (January & April)

In both January & April of 2024, Monroe County experienced more severe storms and flooding, leading to disaster declarations and ultimately two more State Disaster Relief Program events. The below tables list the locations eligible for partial funding for repairs, through the Ohio EMA.

Road	Damage	Contract/Force Account	Work Complete?
CR27	Rockslide/mudslide	Force Account	YES
CR10	Erosion (30' length approximately)	COMBINATION	NO
CR16	Erosion (45' length approximately)	Contract	NO
CR18	Slip (80' length approximately)	COMBINATION	PARTIAL
CR26	Erosion (180' length of road/stream bank)	Contract	NO
CR26	Slip (400' length approximately)	Contract	NO
CR29	Erosion (75' length of road/stream bank)	Contract	NO
CR43	3.00 Slip (160' length approximately)	Contract	NO
CR43	6.50 Slip (488' length approximately)	Contract	NO
CR5	2 sites -Erosion (40' & 30' length approximately)	Force Account	YES
CR6	Erosion (90' length of road/stream bank)	COMBINATION	NO
CR64	Erosion/Failed cribbing (80' length approximately)	COMBINATION	NO
CR64A	Slip (120' length approximately)	Contract	NO
CR68	Slip (60' length approximately)	Force Account	NO

Road	Damage	Work Complete?
CR10	Culverts plugged, road flooding/washout	Yes
CR11	Mudslide	Yes
CR22	Mudslide	Yes
CR25	Mudslide	Yes
CR29	Mudslides	Yes
CR4	Mudslide	Yes
CR4	Culverts plugged, road flooding/washout	Yes
CR40	Culverts plugged, road flooding/washout	Yes
CR5	Mudslide	Yes

CR57	Mudslides	Yes
CR64	Mudslides	Yes
CR68	Mudslide	Yes
CR89	Culverts plugged, road flooding/washout	Yes
CR92	Mudslide	Yes
CR92	Mudslide	Yes
CR99	Culverts plugged, road flooding/washout	Yes
CR4	Mudslide/Pavement Shoving	No
CR96	Culvert plugging/ erosion	Yes
CR1	Culvert plugging/Erosion (90')	No
CR10	Slip (120')	No
CR10	Slip (124' approximately)	No
CR10	Slip (50')	No
CR101	Slip (100')	No
CR105C	Road washout/surface loss	No
CR106	Slip (60')	No
CR15	Slip (165')	No
CR22	Shoulder Erosion (60')	No
CR24	Slip (Failed Rock Embankment, 78' long)	No
CR25	Slip (220')	No
CR25	Slip (60')	No
CR25	Slip (248')	No
CR27	Slip (130')	No
CR30	Slip (90')	No
CR31	Slip (84')	No
CR35	Erosion (90')	No
CR37	Slip (90')	No
CR37	Slip (95')	No
CR37	Slip (80')	No
CR37	Slip (230')	No
CR37	Slip(58')	No
CR37	Slip (105')	No
CR38	Slip (85')	No
CR38	Road Failure (120')	No
CR38	Slip (263')	No
CR38	Slip (94')	No
CR39	SLIP (187')	No
CR39	SLIP (100')	No
CR39	SLIP (145')	No
CR39	SLIP (140')	No
CR39	Slip (120')	No
CR40	Road Washout/Culvert headwall collapse	No
CR43	Slip near SR536 intersection (54')	No

CR43	Failed Pipe Piling Wall/Slip (104')	No
CR43	Slip(320')	No
CR47	Erosion (75')	No
CR57	Culvert Washout	Yes
CR58	Slip (65')	No
CR58	Slip (190')	No
CR64A	Slip (80')	No
CR64A	Slip (110')	No
CR67	Slip (60')	No
CR79	Slip (140')	No
CR79	Slip (130')	No
CR79	Slip (134')	No
CR84	Slip (130')	No
CR89	Erosion (100' approximately)	No
CR89	Slip (120' approximately)	No
CR9	Slip (120' approximately - failed timber cribbing)	No
CR9	Slip (60')	No
CR96	Slip (80')	No
CR99	Road washout/Culvert failure	No
TR1008	Bridge Abutment/approach erosion	Yes
TR183-0.50	Bridge Abutment/approach erosion	Yes
TR530	Bridge Abutment/approach erosion	Yes
CR29	Culvert Plugged, mudslide	Yes
TR570	Bridge Abutment/approach erosion	No

Slip Repairs Contracted

ALL CONTRACTED SLIPS IN 2024 WERE THROUGH FUNDING SOURCES LISTED IN THE PERTINENT SECTIONS OF THIS REPORT.

Slip Repairs OPWC Funded

CR96-1.01 - The County Engineers office prepared the design plans for a Drilled Shaft H-Piling retaining wall. Construction was awarded to Ohio-West Virginia Excavating for a total cost of \$168,135.85 and construction inspection was performed by True Inspection Services LLC at a cost of \$4,785.00. The County Engineers crews completed chip seal road repairs as well. Ohio Public Works Emergency funds were used to pay 90% of all project costs, with the Engineers office supplying the in-kind design work, in-kind road repairs and remainder of cash as local match.

CR16B-2.54 - The County Engineers office prepared the design plans for a Drilled Shaft H-Piling retaining wall. Construction was awarded to Litman Excavating for a total cost of \$125,724.35 and construction inspection was performed by True Inspection Services LLC at a cost of \$7,410.00. Ohio West Virginia was awarded asphalt road repairs for a cost of \$21,000.00. Ohio Public Works Emergency funds were used to pay 90% of all project costs, with the Engineers office supplying the in-kind design work and remainder of cash as local match.

CR43-0.13/0.19/0.39/1.89 - The County Engineers office prepared the design plans for four Drilled Shaft H-Piling retaining walls. Construction was awarded to Ohio-West Virginia Excavating for a total cost of \$606,018.81 and construction inspection was performed by True Inspection Services LLC at a cost of \$26,616.00. Ohio Public Works Emergency funds were used to pay 90% of all project costs, with the Engineers office supplying the in-kind design work and remainder of cash as local match.

CR4-7.64 - The County Engineers office prepared the design plans for a Drilled Shaft H-Piling retaining wall. Geotechnical boring and design was contracted to Stahl Sheaffer Engineering for a cost of \$20,200.00. Construction was awarded to Ohio-West Virginia Excavating for a total cost of \$127,533.95 and construction inspection was performed by True Inspection Services LLC at a cost of \$8,459.00. Ohio Public Works Emergency funds were used to pay 90% of all project costs, with the Engineers office supplying the in-kind design work and remainder of cash as local match.

Slip Repairs FEMA Funded

2019 FEMA Event

A total of 206 slips qualified and were reported under the FEMA event that occurred in February, 2019. Of the total, 130 locations were validated by FEMA. NRCS claimed authority over and approved repairs for 24 locations, which are all complete. All FEMA qualified projects are funded 75% by FEMA and 25% by the State of Ohio, EMA. No local match is required. The remaining 52 locations have been appealed and denied, leaving a large amount of damage for the County to fund repairs. These locations are being repaired as the County can afford to do so. Below are a few of the denied sites that were able to be completed in 2024.



CR22-1.94 DENIED FEMA FUNDING – REPAIRED BY COUNTY FORCE ACCOUNT IN AD PART OF OVERALL ROAD IMPROVEMENT PROJECT ON COUNTY ROAD 22, BARES RUN ROAD.



CR38-0.43 DENIED FEMA FUNDING FOR SLIP REPAIR.

COMBINED EFFORTS OF OIL & GAS OPERATOR DONATIONS, FEMA MONEY FOR ASPHALT REPAIRS AND COUNTY ENGINEER FUNDS, MADE IT POSSIBLE TO COMPLETE A REPAIR OF THIS LOCATION IN 2024.

DONATIONS PROVIDED BY:

CNX

SWN

GULFPORT APPALACHIA



CULVERT REPAIRS AND MAINTENANCE

Culvert Replacement In-House/Force-Account

Project Type	Route/Location	Force Account Cost
Box Culvert Cleaning	CR29 7.44 & 8.00	\$6,761.17
Culvert Replacement	CR10 0.044	\$8,632.23
Culvert Replacements	CR5 NORTH	\$23,176.81
Culvert Replacements	CR29 7.004 to 10.116	\$124,798.72
Culvert Replacements	CR53 0.00 & 3.105	\$58,878.48
Culvert Replacements	CR 3.488, 3.529, 3.579, 3.529 & 3.579	\$16,595.54
Culvert Replacements (Phase 1)	CR45	\$51,150.63
Culvert Replacement	CR12-5.662-7.81	\$32,799.94
Culvert Replacement	CR54	\$11,303.97
Culvert Replacement	CR22	\$104,214.88
Culvert Replacement	CR 11-0.718	\$9,349.86
Culvert Replacement	CR 57 - 0.89	\$14,723.17
Culvert Replacement	CR 72 - 1.954	\$39,270.06
Culvert Replacement (Phase 2)	CR45	\$13,828.47
Culvert Replacement (Rail Shell)	CR89-0.498	\$67,151.74
Culvert Replacements	CR 35-0.00 & 1.174	\$65,796.79
Culvert Replacements	CR30-0.07 & 0.254	\$10,590.71
Culvert Replacements	CR 11 - 0.491 & 0.604	\$6,137.39
Culvert Replacements	CR 35 - 1.36 to 1.75	\$17,805.80
Culvert Replacements	CR 53 - 3.417 & 4.215	\$22,461.06
Culvert Wing Wall Repair	CR18	\$9,966.95
Driveway Culvert Replacement	CR 96	\$3,455.22

Total Culvert Project force account costs for 2024 = \$718,849.59

Culvert Replacements – Contracted/Funded (Excludes FEMA & EMA projects)

NONE

Culvert Inventory Condition Status	# of Culverts	# of Culverts	# of Culverts	# of Culverts	# of Culverts	% for 2024
Good (A)	1106	1080	935	749	1223	31.55%
Fair/Functional (B)	801	795	769	812	808	22.85%
Poor/Failed(C, D)	1598	1620	1481	1582	1257	45.59%
Total	3505	3495	3185	3143	3288	100.00%

ROADWAY REPAIRS AND MAINTENANCE

Road Repairs In-House/Force-Account

Project Type	Route/Location	Force Account Cost
2024 Fall Cold Mix		\$26,329.48
2024 Spring Cold Mix		\$25,554.40
Chip Seal Repair	CR96-1.01	\$6,849.44
Grader Patching	CR 15 LEBANON ROAD	\$57,015.41
Hot Mix	CR15 WITTEN CREEK ROAD	\$72,990.46

Total Road Repairs Project force account costs for 2024 = \$188,739.19

Emergency Services

Snow & Ice Removal - County forces provide snow & ice removal for all 362 miles of County Roads during the winter months. In 2024, a total of \$204,622.22 was spent on this service.

Debris & Tree Removal – County forces respond AFTER HOURS to trees and debris that fall into the roadway, causing a hazard for the traveling public. In 2024, over 235 man-hours were spent for a total of **\$9,754.24** in OVERTIME Labor costs for this service. Equipment and fuel costs are not included in the total. Debris & Tree removal during normal business hours is not included in the total.

All Emergency service costs are paid from by the County Engineers Budget.

Roadside Mowing

County-Wide Road side mowing - County forces provide roadside mowing for all 362 miles of County Roads throughout the year, with a goal to make at least 2 passes on each road annually and spend as much time as feasible to make additional passes to increase the width we can clear along the roads. In 2024, a total of **\$637,210.96** was spent on this service.

Labor = \$231,166.20 (7409.50 man-hours)

Equipment Usage = \$406,044.76

Miscellaneous Road Improvements In-House/Force-Account

Project Type	Route/Location	Force Account Cost
2024 Sign Installations	VARIOUS COUNTY ROADS	\$14,204.71

Total Miscellaneous Road Improvement Project force account costs for 2024 =\$14,204.71

Miscellaneous Road Improvements Contracted

County Road 45 Asphalt Mill & Fill Repairs – Shelly and Sands was contracted to perform Asphalt Mill & Fill patch repairs on specific locations of County Road 45, for a total cost of \$196,590.23. This work was funded through a \$100,000 cash settlement with Oil & Gas damage assessments and the remainder from the Engineers Budget.

County Road 2 Bridge Approach Repairs– Parnell & Associates, Inc. was contracted to perform asphalt repairs at 3 separate bridge locations on County Road 2, for a total cost of \$39,400.00. This work was funded through the Engineers Budget.

County Road 27-2.70 Accident Asphalt Repairs – Ohio West Virginia Excavating was contracted to perform asphalt repairs at the 2.70 log point location on County Road 27, where an accident has caused damage to the asphalt surface, for a total cost of \$14,115.00. This work was funded through the Engineers Budget, and reimbursed by the insurance company of the vehicle causing the damage.

Miscellaneous Road Improvements Funded

Ohio Public Works Commission (OPWC) /Local Roads Oil & Shale Project – The 2024 OPWC project funding was paired with Local Road Oil & Shale funds, to cement stabilize and resurface County Road 22, Bares Run Road, for approximately 3.01 miles between State Route 536 and County Road 43. Construction was awarded to Shelly and Sands and was completed in 2024. Project total cost was \$1,482,770.00. Local Roads Oil & Shale funds provided \$500,000 in grant, with OPWC grant covering \$400,000, OPWC loan covering \$283,556.97, and the remaining \$299,213.03 being paid from the Engineer budget funds.

Ohio Public Works Commission (OPWC) – This 2023 OPWC project funding was utilized for cement stabilization and resurfacing of CR9A, Six Points Road, for a total length of 2.74 miles. The construction was awarded to Shelly and Sands, with the cement stabilization and base asphalt being completed in 2023. The surface asphalt was completed in 2024. Total funds expended in 2024 for this work was \$343,292.56. OPWC grant allowance of \$400,000 and \$258,000 loan was used in 2023, with the 2024 remaining cost being paid for through the Engineers budget funds.

Local Roads Oil & Shale Funds – The Engineers Office applied and received \$500,000 in grant funds through the Local Roads Oil & Shale program, for asphalt resurfacing of a 3.42-mile section of County Road 29/29A, Sunfish Creek Road, within and near the village of Cameron. Construction was awarded to Shelly and Sands and was completed in 2024. Project total cost was \$505,214.95. Local Road Oil & Shale funds provided \$500,000 in grant, with the remaining \$5,214.95 being paid from the Engineer budget funds.

Ohio Department of Development (ODOD) Roadwork Development Grant – The Monroe County Engineers Office applied and received \$1,500,000 in 629 Road Development Funds to make repairs and improvements to County Road 26, Beautiful Ridge Road, specifically at the 5.72-mile marker, where there is a failed piling wall. These funds were awarded to replace the piling wall and make repairs/improvements to County Road 26. Design work for these repairs was completed in 2023, for a total cost of \$67,800.00. The 5.72 failed piling wall was replaced with a drilled shaft piling wall in 2024, by Ohio West Virginia Excavating, for a total cost of \$974,745.25. True Inspection Services performed construction inspection for a total cost of \$18,873.00. This leaves a remaining balance of \$438,581.75 in the grant funding. ODOD has confirmed permission to utilize this remaining funding towards additional repairs at the 6.78-mile marker, which is anticipated for construction in 2025.

Transportation Improvement District Grant – In addition to the construction funding provided by ODOD (above) for construction of the CR26-6.78 slip repair, Monroe County applied and was awarded \$90,000 in Transportation Improvement District (TID) funding, for the geotechnical investigation and design plans for the slip repair. Design work

was awarded to ADR & Associates, an was completed in December 2024, for a total cost of \$63,780.00. The remainder of the grant cannot be used on any other work items and therefore will not be utilized by Monroe County.

BRIDGE IMPROVEMENTS AND REPAIRS

In-House/Force Account

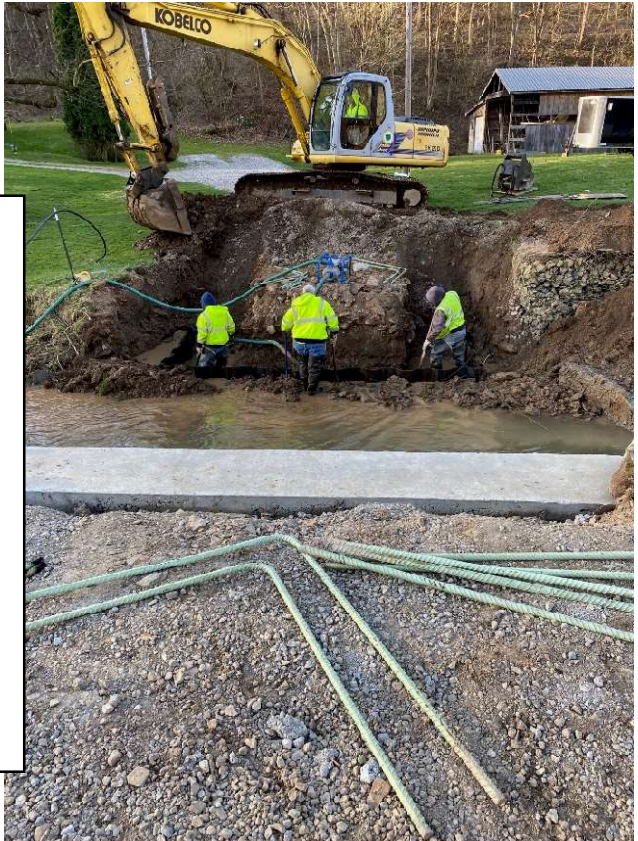
Project Type	Route/Location	Force Account Cost
Abutment repair	Jackson Twp 1008	\$3,100.50
Bridge Rehabilitation	Wayne 683 0.01	\$76,734.80
Abutment Repair	Center Twp. 358.0.68	\$13,410.99
Abutment wall skirt and Wing Wall Repair	Jackson Twp 1008	\$19,277.36

Total Bridge Project force account costs for 2024 = \$112,523.65



County crews performing bridge work on the TR683-0.01 Bridge

OPWC Emergency funds reimbursed the County for material costs of this project in the amount of \$21,786.00.



Contracted/Funded

TR307-0.75 Bridge replacement project design was completed in 2022. The bridge construction started in 2023 and finished in 2024. The design costs for the project are 100% funded through the Engineers budget, while the construction was 100% funded through FHWA/LBR Program funds.



TR307-0.75 Bridge replaced in 2023/2024

TR183-0.13 Bridge replacement project design-build scope was completed in 2022. The original contract was cancelled and the bridge is now slated for construction to start in 2025. The design costs and construction will be 100% funded through FHWA/BFP Program funds.



TR183-0.13 Bridge to be replaced in 2025

TR183-0.50 Bridge replacement design for this project will be completed by summer of 2024. The bridge is slated for construction to be complete by summer of 2025. The design costs and construction will be 100% funded through FHWA/BFP Program funds.



TR183-0.50 Bridge to be replaced in 2025

TR1004-2.27 Bridge replacement design for this project will be completed by summer of 2024. The bridge is slated for construction to be complete in 2026. The design costs and construction will be shared funding through Federal Land Access Program, Ohio Public Works Funds and County Engineer budget funds.



TR1004-2.27 Bridge to be replaced in 2026

TR2001-0.13 Bridge replacement project design-build scope was completed in 2022. The bridge construction was completed in 2024. The design costs and construction will be 100% funded through FHWA/BFP Program funds.



TR2001-0.13 Bridge replaced in 2024



TR1206-0.01 Bridge Replacement - design for this project will be completed by summer of 2023. The bridge construction was completed in 2024. The design costs and construction will be 100% funded through FHWA/BFP Program funds.



TR1206-0.01 Bridge replaced in 2024



TR2214-0.06 Bridge Replacement - design for this project is underway and is planned to be completed by October 2025, with construction slated for 2026. The design costs and construction are funded through FHWA/LBR Program Funds.



TR2214-0.06 Bridge to be replaced in 2026

OIL & GAS ACTIVITY

There are currently 13 different Oil & Gas Companies with at least one active RUMA in Monroe County. Over the past few years, several of the previous companies have merged or sold to form larger singular operators, and in the process, RUMAs have been combined into a “Master RUMA” which contains a list of all affected roadways for each Operator. Below is a summary of RUMA activity:

O & G RUMA Activity Summary	2024	2023	2022	2021	2020	2019	2018	2017
New RUMAs	5	12	3	6	7	13	30	30
Renewed RUMAs	4	5	5	6	42	46	19	41
Terminated/Modified RUMAs	17	4	4	*several RUMAs terminated to create a Master RUMA for each Operator	11	19	35	19
Total Number of Operators with at least one RUMA	13	13	14	14	19	23	23	19

As part of their activities, these Oil & gas Companies often need to improve the County’s current infrastructure. The following table is a summary of the Infrastructure Improvements made by Oil & Gas Companies in 2024. Maintenance items such as dust control and temporary patching are not included in this list.

<i>Company</i>	<i>Road #/Name</i>	<i>Improvement/Work Done</i>	<i>Total Cost of Improvements</i>
Antero	CR35, Cemetery Hill Road	Asphalt spot repairs	\$38,936.88
Antero	CR53, Skin Creek Road	Asphalt spot repairs	\$2,000.00
CNX	CR38, Headley Ridge Road	Emergency Repair	\$75,000.00
Diversified	CR67, Dent Ridge Road	Base Repair	\$38,000.00
Equinor	CR43, Long Ridge Road & CR4, Sykes Ridge Road	Emergency Slip Repairs	\$64,544.00
Eureka Midstream	CR10, Benwood Road	Mill & Fill asphalt repairs, shoulder and ditch grading	Not yet reported
Eureka Midstream	CR38, Headley Ridge Road	Road Base Repairs, Chip Seal Repairs	Not yet reported
Eureka Midstream	CR64, Cain Ridge Road	Chip Seal Repairs	Not yet reported
EQT	CR4, Sykes Ridge Road & CR26, Beautiful Ridge Road & CR64A, Cochran Hill Road	Multiple Culvert replacements and drainage improvements	Not yet reported
Gulfport Appalachia	CR77, Barber Ridge Road	Spreading aggregate	\$28,350.65
Gulfport Appalachia	CR38, Headley Ridge Road	Emergency Repair	\$50,000.00
SWN	CR38, Headley Ridge Road	Emergency Repair	\$60,657.33
SWN (EXPAND)	CR65, Flauhaus Ridge Road	Road Improvements for RUMA (Asphalt paving)	\$237,739.84
SWN	CR30, Mt. Carrick Road	Road Improvements for RUMA (FDR & Paving)	\$205,768.49
TOTAL			\$800,997.19

COUNTY ENGINEER FUNDING, REVENUE & EXPENDITURES SUMMARY

Projects Summary

Road & Bridge Funding Summary	2024	2023	2022	2021	2020	2019	2018	2017
In-House/Force Account Funds	\$1,417,506.72	\$2,296,723.24	\$2,389,943.55	\$2,285,644.39	\$1,772,341.29	\$1,670,724.37	\$968,357.29	\$1,194,571.83
County Engineer (local match) funds, including loans	\$1,633,063.91	\$987,216.54	\$1,308,675.73	\$1,033,556.23	\$489,568.83	\$459,055.10	\$573,854.21	\$177,170.31
County General Funds	\$75,000.00	\$228,750.00	\$75,000.00	\$75,000.00	\$75,000.00	\$102,690.00	\$410,773.62	\$75,000.00
Oil & Gas Funds	\$800,997.19	\$2,604,384.26	\$1,566,324.69	\$2,321,668.18	\$4,795,921.00	\$10,401,034.55	\$9,610,872.72	
CDBG Funds	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$255,750.00	\$0.00	\$0.00
FHWA/ODOT Funds	\$2,116,950.29	\$3,894,271.25	\$708,938.31	\$2,319,559.46	\$51,795.38	\$1,778,428.08	\$1,089,558.59	\$449,069.09
OPWC Funds	\$2,294,923.27	\$1,680,187.80	\$367,961.31	\$1,211,814.10	\$603,596.70	\$652,275.00	\$400,000.00	\$374,772.14
Ohio Department of Development Funds	\$993,618.25	\$67,800.00						
FEMA/EMA Funds	\$1,978,835.88	\$1,731,927.50	\$6,466,539.68	\$10,141,475.94	\$5,290,496.00	\$4,734,455.77	\$567,976.81	\$0.00
NRCS Funds	\$0.00	\$0.00	\$0.00	\$1,023,643.58	\$0.00	\$0.00	\$0.00	\$0.00
Federal Land Access Program Funds	\$53,074.42	\$31,280.22	\$0.00	\$456,583.00	\$0.00	\$0.00	\$0.00	\$0.00
Transportation Improvement District Funds	\$57,402.00	\$0.00	\$0.00	\$200,000.00	\$0.00	\$0.00	\$0.00	\$0.00
USDA Funds	\$0.00	\$0.00	\$288,000.00	\$0.00	\$297,000.00	\$0.00	\$141,000.00	\$0.00
TOTALS	\$11,421,371.92	\$13,522,540.81	\$13,171,383.27	\$21,068,944.88	\$13,375,719.20	\$20,054,412.87	\$13,762,393.24	\$2,270,583.37
	NOTE: Not all Oil & Gas Expenditures were reported by Operators for 2024							

County Engineer Budget – 2024 Revenue Summary

DESCRIPTION	2024 EOY FINAL	% of TOTAL
GASOLINE TAX	\$3,871,744.51	62.1%
INTEREST	\$26,927.97	0.4%
MOTOR VEHICLE LICENSES	\$1,065,435.30	17.1%
PERMISSIVE MVL	\$80,291.79	1.3%
COUNTY COURT FINES	\$10,932.39	0.2%
JUVENILE COURT FINES	\$17.50	0.0%
MISC. INSURANCE & COBRA PAY-IN	\$154.56	0.0%
SPECIAL HAUL PERMITS	\$20,300.00	0.3%
RIGHT OF WAY PERMITS	\$4,030.00	0.1%
SALE & SERVICE	\$37,091.52	0.6%
(National Forest Sales)	\$24,507.36	0.4%
REFUND &/OR REIMBURSEMENT	\$232,359.49	3.7%
TRANSFERS IN	\$144,820.61	2.3%
ADVANCES IN	\$500,000.00	8.0%
OTHER RECEIPTS	\$15,000.00	0.2%
OIL & GAS RECEIPTS	\$200,201.33	3.2%
TOTAL	\$6,233,814.33	100%

County Engineer Budget – 2024 Expenditures Summary

DESCRIPTION	2023 EOY FINAL	% of TOTAL
SALARIES OFFICIALS	\$111,205.00	1.55%
SALARIES EMPLOYEES	\$1,269,668.08	17.73%
SUPPLIES	\$2,845.04	0.04%
TAX MAP SUPPLIES	\$1,516.69	0.02%
UNIFORMS & PPE	\$7,215.80	0.10%
WELDING SUPPLIES	\$5,000.00	0.07%
ROAD MATERIALS	\$794,338.80	11.09%
EQUIPMENT	\$153,768.50	2.15%
CONTRACT REPAIRS (O&G)	\$250,000.00	3.49%
CONTRACT SERVICES (ISSUE I COUNTY)	\$711,777.72	9.94%
CONTRACTS	\$294,660.79	4.11%
EMA CONTRACTS	\$37,299.00	0.52%
ODOT	\$471,600.00	6.59%
TRAVEL EXPENSES	\$319.00	0.00%
ADVERTISING & PRINTING	\$4,089.15	0.06%
PERS/STRS	\$190,793.02	2.66%
WORKERS COMPENSATION	\$10,046.60	0.14%
UNEMPLOYMENT COMP.	\$0.00	0.00%
OTHER EXPENSES	\$68,059.08	0.95%
RIGHT OF WAY PERMITS -Expense	\$650.00	0.01%
TRANSFERS	\$0.00	0.00%
ADVANCES OUT	\$1,708,170.10	23.85%
INSURANCE	\$301,294.21	4.21%
GROUP & LIABILITY	\$17,966.00	0.25%
LEGAL FEES	\$13,441.04	0.19%
NOTES	\$0.00	0.00%
FUEL	\$161,174.58	2.25%
UTILITIES	\$24,545.45	0.34%
DOT TESTING	\$2,084.00	0.03%
PRINCIPAL - USDA LOAN	\$56,324.50	0.79%
INTEREST-USDA LOAN	\$8,808.00	0.12%
OPWC LOAN	\$28,711.48	0.40%
VEHICLE MAINT.(IN HOUSE)	\$155,671.78	2.17%
VEHICLE (OUTSIDE REPAIRS)	\$89,193.19	1.25%
LEASES	\$0.00	0.00%
MEDICARE TAX	\$19,166.66	0.27%
DUES	\$1,520.10	0.02%
BUILDING & GROUNDS MAINTENANCE	\$15,994.75	0.22%
OFFICE MAINTENANCE	\$23,378.75	0.33%
SIGNS	\$12,329.85	0.17%
BRIDGE MATERIALS	\$30,624.94	0.43%
CONTRACTS	\$106,038.51	1.48%
BRIDGE CREDITS	\$0.00	0.00%
CONTRACT BRIDGES	\$0.00	0.00%
<i>PERSONEL EXPENDITURES</i>	\$1,944,719.51	27.2%
NON-PERSONEL EXPENDITURES	\$5,216,570.65	72.8%
TOTAL	\$7,161,290.16	100.0%

FUNDING & THE FUTURE

FUNDING SUMMARY SHEET (2017-PRESENT)



Project Type	GRANTS RECEIVED	LOANS RECEIVED	LOCAL MATCH	TOTAL FUNDED PROJECTS COSTS
Bridge	\$9,497,168.97	\$350,000.00	\$1,008,005.47	\$10,855,174.44
Bridge Load Ratings	\$393,247.52	\$0.00	\$27,720.24	\$420,967.76
Road	\$11,301,398.12	\$1,220,153.97	\$3,197,384.72	\$15,718,936.81
Drainage	\$950,000.00	\$0.00	\$75,000.00	\$1,025,000.00
Safety	\$664,883.73	\$0.00	\$90,049.53	\$754,933.25
Sign	\$83,287.44	\$0.00	\$8,696.01	\$91,983.45
Equipment	\$747,988.46	\$576,000.00	\$20,000.00	\$1,343,988.46
Guardrail	\$312,000.00	\$0.00	\$0.00	\$312,000.00
Slip Repair/Flood Damage	\$51,903,346.51	\$0.00	\$6,127,461.83	\$58,030,808.34
TOTALS	\$75,853,320.75	\$2,146,153.97	\$10,554,317.79	\$88,553,792.51
	86%	2%	12%	100%

The County Engineers office takes pride in being able to “stretch a dollar” and find creative ways to accomplish the large amount of work needed, with a less-than-adequate budget. The table above shows just how well we have been able to do that in the past 8 years, with 85% of all funded projects being covered with money OTHER than County funds. You can also see how important it is to be able to supply Local Match money. A mere 14% of match money/loans has afforded the County over \$75,000,000.00 in road, bridge and infrastructure improvements or repairs.

With the constant increase in material and equipment costs, projects will continue to grow in price. Despite the diligent efforts of our crews and the large amount of funding we are able to secure, the County Engineers office still continues to be underfunded. As you can see from the summary above, the majority of the funding received is for slip repairs or weather-related damages, rather than pavement or bridge replacements/rehabilitation project. We will continue to prioritize projects based on impact to the public, funding availability and other pertinent factors. Despite the overwhelming amount of work that lies ahead for the County, we will continue to plan and make the most of our funds available. The following table outlines future projects that have funding secured and will be completed over the next few years.

2025 & FUTURE FUNDING

**Projects listed in ITALICS are PENDING FUNDING APPROVAL*

Project Type	Bridge/Road Number/Description	Percent Funded	Project Total Cost (Estimate if not completed)	Funding Year
Bridge	MOE-T0183-0.13	100%	\$465,000.00	2023
Bridge	MOE-T0183-00.50 (Combined with TR183-0.13)	100% Design/Construction , Local pays CE/Inspection	\$751,000.00	2025
Bridge	MOE-TR1004-2.27	\$725,000 (FLAP) \$248,198 (OPWC Grant) \$283,060 (OPWC Emergency) \$175,000 Local Match/Bridge Credits	\$1,431,000.00	2026
Bridge	MOE-TR2214-0.06	100% Design/Construction , Local pays CE/Inspection	\$987,000.00	2026
<i>Bridge Design</i>	<i>CR44-1.60</i>	<i>90% with \$200,000 cap</i>	<i>\$225,000.00</i>	<i>2026</i>
<i>Bridge Design</i>	<i>TR562-1.82</i>	<i>90% with \$200,000 cap</i>	<i>\$225,000.00</i>	<i>2026</i>
<i>Bridge Load Rating</i>	<i>LBR Load Rating FY25</i>	<i>80% LBR, 20% Local</i>	<i>\$12,600.00</i>	<i>2025</i>
<i>Road /Resurfacing</i>	<i>CR2 East 9.76-12.34</i>	<i>100% up to \$500,000 max</i>	<i>\$777,827.00</i>	<i>FY2028</i>
Road Improvement	CR26-5.72 Slip, CR26-6.78 Slip & Road Improvements	\$1,500,000	\$1,500,000.00	FY2024
<i>Road Improvement</i>	<i>CR2 0.00-1.79</i>	<i>100% up to \$500,000 max</i>	<i>\$1,339,469.47</i>	<i>FY2028</i>
<i>Road Improvement</i>	<i>CR2 0.00-1.79</i>	<i>90% with \$200,000 cap</i>	<i>\$1,339,469.47</i>	<i>FY2028</i>
Road Improvement	CR16 & CR44	80%	\$2,000,000.00	FY2029
<i>Road Improvement</i>	<i>CR16 & CR44</i>	<i>90% with \$200,000 cap</i>	<i>\$2,351,034.00</i>	<i>FY2029</i>
Road/Resurfacing	CR48	\$500,000 MAX (Local Roads) \$400,000(OPWC grant)	\$1,051,611.60	FY2027
<i>Road/Resurfacing</i>	<i>CR2 East 9.76-12.34</i>	<i>90% with \$200,000 cap</i>	<i>\$777,827.00</i>	<i>FY2028</i>
<i>Road/Resurfacing</i>	<i>CR81 1.07-2.33</i>	<i>90% with \$200,000 cap</i>	<i>\$249,868.00</i>	
Slip Repair	CR26-6.78 Slip Repair Design	TID \$90,000 MAX	\$63,780.00	2025
Slip Repairs/Flood Damage	County-wide FEMA disaster 4424	FEMA 75%, State 25%	\$17,730,681.77	2019
Slip/Flood Damage (January)	County-wide State disaster (January)	EMA 75%, Local 25%	\$832,046.68	2023
Slip/Flood Damage (January)	County-wide State disaster (January)	EMA 75%, Local 25%	\$3,337,319.55	2024
Slip/Flood Damage (April)	County-wide State disaster (April)	EMA 75%, Local 25%	\$12,737,853.77	2024