



# 2025 Annual Report

Ashland County Engineer's Office & Highway Department

Ashland County Commissioners  
Ashland, Ohio 44805

April 1, 2026

Your Honorable Body:

This report from the Ashland County Engineer is in accordance with Section 5543.02 of the Ohio Revised Code and provides information as to the condition of Ashland County's roads, bridges, and culverts. It outlines the work performed in 2025 to improve and maintain our roadways and the associated costs. This report also estimates the probable amount of funds required to maintain and improve any roads, bridges, or culverts in 2026. All monetary figures are rounded to the nearest dollar. The Ashland County Engineer will clarify or provide any additional information that may be requested.

Respectfully submitted,

Edward J. Meixner, PE, PS  
Ashland County Engineer

### Staff:

Kevin Adkins, Engineering Technician  
Phil Diehm, Construction Coordinator  
Cheryl Fitzpatrick, P/T Administrative Assistant  
Kelly Hickey, Administrative Assistant  
Becky Schaly, Engineering Assistant  
LynAnn Spoerr, Tax Map Supervisor  
William Vermes, Bridge Engineer  
Mike Weber, Highway Superintendent  
Ernie Weiler, Tax Map Technician

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## Bridges:

2025 EXPENDITURES: \$148,087

2026 PROJECTED EXPENDITURES: \$3,900,000

The Ashland County Engineer is responsible for maintaining bridges or “structures” spanning 10 feet or more on County or Township Roads within Ashland County. In the event the structure is on a road forming a county boundary the maintenance costs are shared by Ashland County and that particular county.

The program for caring for these structures includes annual inspections and data analysis. In 2025, a private bridge inspection company was hired to inspect the 231 structures under our care. Since 1973, this thorough on-site review of the structural and functional elements of each of our bridges provides the data needed to monitor and assess the health of our bridges. Following inspection, a numeric condition rating is assigned to each bridge: 0=“closed” to 9=“new, excellent”, as well as a sufficiency rating that incorporate a public safety factor. Together the condition and sufficiency scores provide indications of relative bridge condition and public safety risk and are used to plan maintenance and improvement projects. This data is also submitted to ODOT.

BRIDGE CONDITION RATINGS	
Condition	# of bridges
OUT OF SERVICE	0
IMMINENT FAILURE	0
CRITICAL	0
SERIOUS	0
POOR	10
FAIR	23
SATISFACTORY	53
GENERAL GOOD	69
VERY GOOD	63
NEW	13

BRIDGE SUFFICIENCY RATINGS	
Sufficiency Rating*	# of Bridges
< 50%	4
50% - 59%	7
60% - 69%	7
70% - 79%	23
80% - 89%	61
90% - 100%	118
Border Bridges	11

\*Sufficiency rating is a measure of the condition of the bridge and includes pavement conditions, bridge conditions, geometric adequacy and accident rates.

### Bridge Work Completed – 2025:

County workers performed routine maintenance and repair work on 25 bridges throughout the county. That work consisted of beam patching, deck repair, debris removal, washing, erosion control, and scour countermeasures. The cost of this work done by force account was \$20,530.

### Bridges – Outside Funding:

This office continually seeks federal and state funds to finance major bridge projects. Using these funds sets a project on a completion timeline dictated by the funding source. This timeline can be 6 months to 6 years. In 2025, there were no bridges replaced with outside funding.

## BRIDGE REPLACEMENTS COMPLETED IN 2025

Structure	Township	Plan	Cost	Funding
1610-1613	Montgomery	Replace existing structure	\$50,010.01	Force account
855-2010	Vermillion	Replace existing structure	\$77,546.94	Force account

## PROPOSED BRIDGE WORK - 2026

Structure	Township	Plan	Cost	Funding
1550-50	Perry	Replace existing structure	\$900,000.00	State
1600-720	Montgomery	Replace existing structure	\$690,000.00	OPWC
658-1340	Clear Creek	Replace existing structure	\$1,300,000.00	OPWC
1100-130	Jackson	Replace super structure	\$400,000.00	Force Account
1104-975	Orange	Replace super structure	\$300,000.00	Force Account
391-91	Sullivan	Replace super structure	\$50,000.00	Force Account
2672-450	Lake	Replace super structure	\$70,000.00	Force Account

## POSTED BRIDGES

Following inspection, a bridge considered unable to carry a legal load is marked with a sign identifying the load it can bear. This is known as "Posting" a bridge. It is illegal to cross a posted bridge with a load above the posted weight.

Township	Structure	Posted Weight
Perry	13-1210*	15 tons
Clear Creek	658-1340+	6+ axle – 31 tons
Green	2654-800	3 axle – 23 tons
Montgomery	1600-720+	3 axle – 23 tons
Perry	1550-50+	2 axle – 12 tons 3 axle – 14 tons 4 axle – 14 tons 5 axle – 16 tons 6+ axle – 18 tons 18 Wheeler – 25 tons
Vermillion	585-2060	4 axle – 25 tons 5 axle – 27 tons 6+ axle – 28 tons
Green	2414-830	2 axle – 15 tons
Jackson	101-555	3 axle – 23 tons
Milton	1455-1640	4 axle – 27 tons
Mohican	2000-495	5 axle – 31 tons
Orange	673-690	6+ axle – 35 tons
Ruggles	126-1519	18 wheeler – 40 tons

\* Border Bridges + To Be Replaced 2026

## Culverts:

2025 EXPENDITURES: \$173,165

2026 PROJECTED EXPENSES: \$60,000

A culvert is described as being any structure with a span less than ten feet. They are installed to allow water courses to flow under county roads. Ashland County maintains 1423 culverts.

### MAJOR CULVERT REPLACEMENTS-2025

Culvert work done in 2025 included replacements, extensions, and general repair. Ten culverts were replaced. The major culvert projects and their costs are listed in the table below.

Culvert	Township	Description	Cost
2175-3	Green	12"x38' CMP 12"x40' Plastic	\$3,452
681-10A	Sullivan	12"x32 Steel 12"x40' Plastic	\$3,044
681-22	Sullivan	12"x55' Steel 12"x60' Plastic	\$3,074
3275-6	Hanover	12"x50' Steel 12"x60' Plastic	\$3,756
3275-13A	Hanover	12"x34' Steel 12"x40' Plastic	\$2,644
3275-19	Hanover	21"/24"x36' Conc./Plastic 30"x40' Plastic	\$4,071
3275-20	Hanover	12"x40' Plastic 24"x40' Plastic	\$5,646
707-4	Green	72"x50' CMP 60"x60' Steel	\$39,551
405-2	Mohican	84"x96"x42.5' Concrete 70"x60' Steel	\$46,242
681-11B	Sullivan	New culvert 18"x34' Plastic	\$2,997

### Proposed Large Culvert Work - 2026:

Each year we determine which culverts to replace by considering condition and/or length (short lengths limit road width.) The list of culverts that will be replaced in 2026 is minimal due to the expenditures related to bridge construction.

### LARGE CULVERT REPLACEMENTS PROPOSED-2026

Culvert	Township	Existing / Planned Replacement	Estimated Cost
995-38	Montgomery	8'x6' Concrete Box 44 ft. 96"x80' Steel Bore	\$440,000*

\*Funded with Ohio Public Works Grant/Loan

## Roads Section:

2025 EXPENDITURES: \$4,652,977

2026 PROJECTED EXPENSES: \$600,000

Maintaining the usability, safety, and stability of the county road system consumes the greatest amount of resources by employees of the Ashland County Engineer's Office and Highway Garage.

To be usable, roads must be kept clear of obstructions so we plow snow, distribute salt; remove debris, patch, seal, and pave. To increase safety, roads must be well marked and have appropriate signs and sight distance so we paint the pavement, install signs, mow, and clear brush. For roads to remain stable, water must drain away from them so we can clean out culverts and maintain ditches. To accomplish all these things, equipment is purchased and maintained. To track and analyze our costs and to plan our future activities, all the work is documented. The following sections itemize the maintenance activities undertaken in 2025 and our plans for 2026.

### Paving

In 2025, 20.499 miles of road were paved with 1½" hot mix asphalt by Sarver Paving Company at an expenditure of \$1,772,671 for a cost of \$86,476 per mile. The chart below itemizes the roads paved under this contract. No roads will be paved in 2026 as bridge work is being prioritized this year.

Road	Mileage	Begin	End
CR 175	3.776	TR 1500	SR 302
CR 500	2.841	CR 281	Wayne County Line
CR 620	5.426	SR 511	SR 89
CR 681	4.959	Lorain County Line	CR 500
CR 995	3.269	Ashland City Corp. Line	CR 1754
CR 42B	0.228	Ashland Corp. Limits	US RT 42

### Sealing

Sealing roads extends the life of the pavement and is much cheaper than paving. During 2025, about 46.766 miles of roads throughout the County Road system were chip sealed by Sarver Paving Company using Ashland County materials. Sarver Paving Company was paid \$200,042 for their labor and used \$699,024 worth of materials. The total cost of the sealing program was \$899,066, which is a cost of about \$19,225 per mile. For 2026, we anticipate sealing close to 42.891 miles.

### Patching

In addition to the contract work done by Sarver Paving Company, our own workforce spent 2,443 man hours in 2025 patching various road sections. The total cost for materials and equipment was \$218,313 to perform this type of work.

### Pavement Marking

All roads received new pavement marking during 2025. The roads were marked with centerlines, edge lines, turning lanes, and school zones by American Roadway Logistics who was paid \$252,959. We plan to repeat this pavement marking program in 2026.

## Roadside Maintenance

During 2025, the County Highway Department spent the following amounts maintaining county rights-of-way: Ditching/Sloping - \$88,505; Berming - \$181,126; Road Cleaning - \$3,555; Mowing – \$187,354; Brush Cutting - \$121,894; Spraying - \$3,508. This totals \$585,942 for roadside maintenance.

## Permits

Right-of-way permits are issued for work within county road right-of-ways, which includes residential driveways, ditch enclosures, farm field entrances, commercial entrances and utility work. Driveway entrance construction and maintenance are the responsibility of the property owner in accordance with Section 5543.16 of the Ohio Revised Code. During 2025, there were 64 residential driveways; 27 field drives, 11 ditch enclosures; 3 commercial drives; and 88 utility work projects.

Special hauling permits are also issued pursuant to Section 4513.34 of the Ohio Revised Code. All individuals, firms, partnerships, companies and corporations wishing to operate or move a vehicle or combination of vehicles of a size or weight of a vehicle or load exceeding the maximum specified in Sections 5577.01 to 5577.09 of the Ohio Revised Code on any Ashland County maintained highway must obtain a SPECIAL HAULING PERMIT. During 2025, the following permits were issued: 7-construction equipment; 7-annual overweight; 8-trip & return (14 days).

## Signs

Our Superintendent relies on direct observation and reports from work crews in the field and the public to determine what signs need to be cleaned, reset, or replaced. The Highway Department performs an annual inspection of all signs along county roads which provides an excellent record of the signs' condition. The amount for sign work in 2025 was \$66,636. We anticipate spending \$70,000 for sign work in 2026. The signs are tested each year with a retroreflectometer to determine their effectiveness.

## Snow and Ice Control

In 2025, we spent \$541,566 on snow and ice control. The chart below shows the snow and ice control trend for the past five years:

Snow & Ice Control	2020-21	2021-22	2022-23	2023-24	2024-25
# of days with snow	53	52	30	31	60
Inches of snowfall	38.90	39.50	14.50	8.10	15.1
Tons of Salt & Grits used	4,962	4,538	2,625	3,010	6,505
Hours of labor	3,130	3,537	2,326	1,878	4,715

## Guardrail

Guardrail is used to prevent vehicles from crashing against solid objects or falling into ravines.

Most of the guardrail work done by our Highway Department is to maintain existing guardrail or install new guardrail in conjunction with paving, widening, or bridge projects.

In 2025, we spent \$5,340 for guardrail maintenance and installation done by our work force. We expect to spend about \$5,000 for guardrail work done by our work force in 2026.

We are using federal safety funds administered through ODOT to replace and install guardrail in various locations. The contract work for this work in 2025 was completed by Cuyahoga Fence, LLC for \$281,742. The next federal funds available for guardrail will be available in 2029.

**Equipment:**

In 2025, a total of \$500,551 was spent servicing the equipment used to maintain the county road system.

Equipment Maintenance-2025			
\$500,551			
Parts	Labor	Outside Service	Fuel
\$136,984	\$98,723	\$94,021	\$170,823

**Buildings and Grounds:**

The Ashland County Highway Department maintains three physical locations: the main garage and office building at 1511 Cleveland Avenue; a mixing plant on Simanton Road; and a garage outpost at 991 CR 2796 in Perrysville.

Routine maintenance projects carried out by our work force totaled \$7,204. An additional \$44,781 was paid for utilities bringing the entire amount paid for maintaining the Engineer’s work and office space in 2025 to \$51,985.

**General Fund Activities-Tax Map:**

Surveys and deeds are reviewed in the Tax Map Office to assure they meet state law and local regulations. These are then used to provide the County Auditor with detailed maps used to assess property taxes. The requirement that an Ohio County Engineer be a professional surveyor assures that the staff has appropriate guidance to fulfill these duties. The chart below itemizes some of the activities of the Tax Map Office.

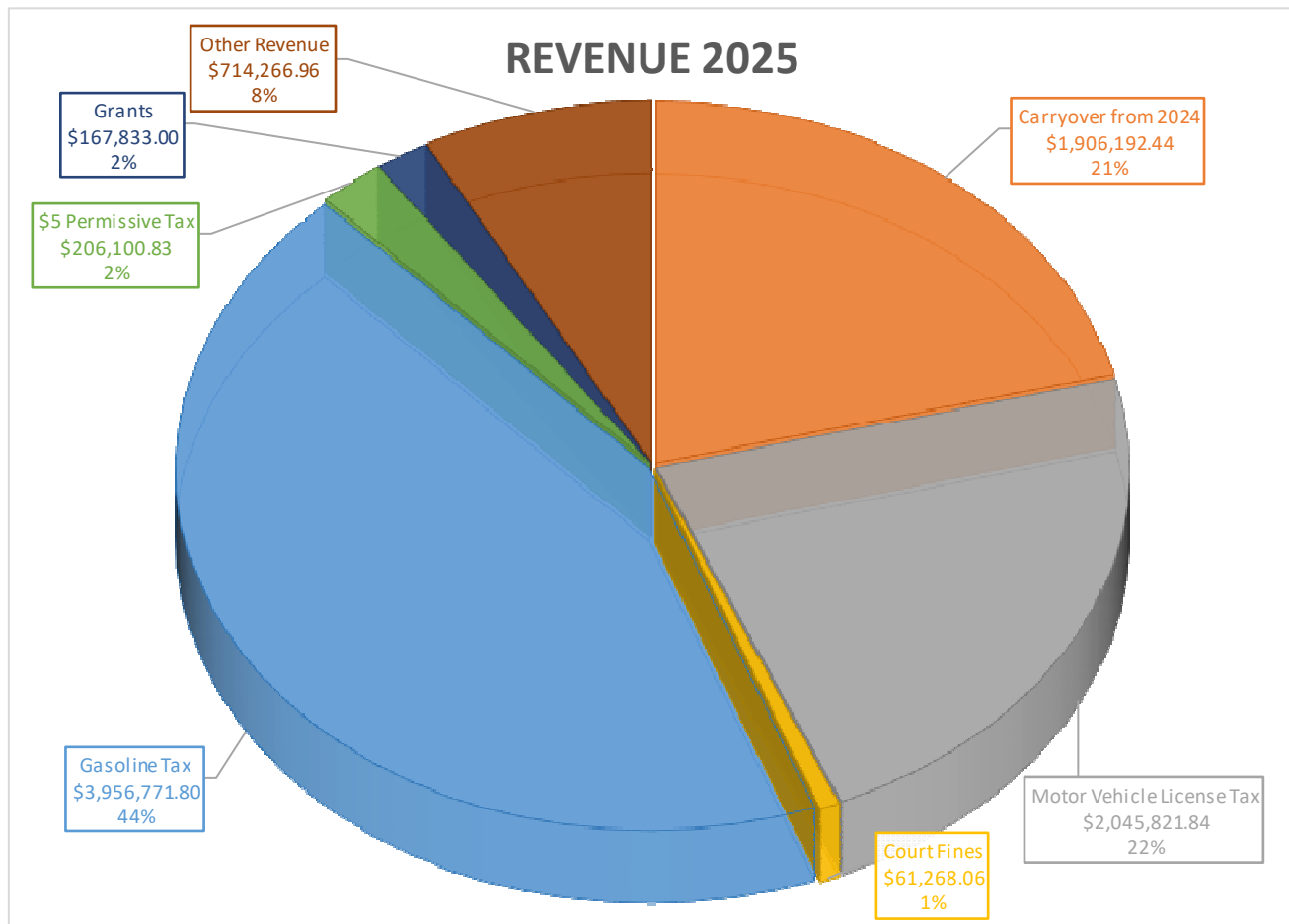
TAX MAP DATA - 2025		
Deed Transfers	2,225	Surveys reviewed/approved 148
New Parcels transferred by deeds	228	New Parcels surveyed (created by survey docs-not necessarily transferred) 254

## Financial Information for 2025:

As the chart indicates, 44% of revenue is received by the Engineer's office is gasoline tax. This tax is applied per gallon creating a direct correlation between gasoline consumption and the amount of gasoline tax collected. Distribution of the gasoline tax is on a state-wide basis so buying gasoline anywhere in Ohio generates funds for the Ashland County Engineer. All 88 counties in the State of Ohio receive the same share of Gasoline Tax regardless of population, geographic size or amount of road miles.

Providing 22% of revenue is the Motor Vehicle License Tax. This tax is assessed when you apply for or renew a vehicle registration. The Ashland County Engineer receives a portion of this tax after the funds are processed by the state. Distribution of this tax is more complicated than the Gasoline Tax. Some of it is distributed to counties based on road mileage and some is distributed to counties, townships, and municipalities based on residence of the person registering the vehicle.

A considerably smaller revenue stream (2%) is generated by the Permissive License Tax. Like the Motor Vehicle License Tax, the Permissive License Tax is assessed when you apply for or renew a vehicle registration. This tax is distributed to counties based solely on the residence of the registrant.



As the chart below indicates, 21% of the expenses are for Materials, 24% for Payroll and Benefits, 25% is Carryover to 2026, 25% for Projects, and 5% for Contract Repairs/Services.

