



Union County Engineer's 2024 Annual Report

Jeff Stauch, County Engineer

We invite you to take some time to review our 2024 Annual Report, which is a comprehensive overview of our organization's completed projects, maintenance activities, services provided, and financials. This report provides information regarding our building department, property records tasks, and the details on road and bridge construction for the year.

The statistics listed on page 6 highlight another extremely busy year in the Building Regulations division. Permits for 622 new single-family homes were issued, along with an increasing volume of commercial plan reviews and inspections. The combined valuation for both segments totaled \$836 million. Our staff completed over 22,000 field inspections to service that volume of construction activity. I would like to share a special mention for our Chief Building Official, Sam Cronk, who received recognition from his colleagues at their annual conference. Sam was awarded the Educator of the Year for his dedication and impact in the field through his knowledge and experience.

The Millcreek Waterway Improvement Project is currently

underway and is outlined in the report. The contract, bid last fall was delivered by our office in partnership with the Union Soil and Water Conservation District. Plans and specifications for the unique project were prepared, and we conducted public hearings for the Board of Commissioners. The work provides a major improvement and continued maintenance on Mill Creek which had no solution in the past.

Our Operations Division replaced 5 bridges at a total cost of \$693,000. We placed 114 miles of chip-seal in the southern half of the

county at a total cost of \$1.98 million, of which 89% of that value is materials cost. The same crews performed the usual maintenance activities involving patching, snow removal across more than 525 miles, roadside mowing, etc. They also raised the roadway profile along a ¼ mile section of Yearsley Road, matching up with our new bridge over Bokes Creek, where water has historically

crossed the road during heavy rains – another example of our in-house capability, producing a permanent fix for that section of roadway.

Last season saw a substantial amount of contract work across our roadways as well. It was a unique scenario that allowed us to place over 21 miles of new pavement, totaling \$5.7 million. Much of the large program was tied to both solar projects, in which they funded \$3.8 million of paving within our con-

tracts. We required these upgrades for their construction haul routes, including several roads that were widened and had additional lifts of asphalt added to strengthen the pavement. If not for the road agreements we executed with the 2 solar developers, these roads would not have received the benefit of these improvements. Other roads involved had substantial participation from developers and assistance from the City of Marysville. Our office's local share totaled only around 17% of the large program.

We are very proud of our major roundabout improvement at Mitchell-Dewitt & Industrial Parkway, yielding much improved safety and capacity that'll serve the corridor for years to come. The project benefitted from a good partnership with Trucco Construction, helping us to substantially reduce costs, while accelerating the construction – paid for primarily through developer contributions collected over the last several years (including the major participation from the FedEx facility). The same corridor saw the addition of a traffic signal at Warner Road—another key safety improvement for the increasing traffic volumes traveling through this intersection.

The major road-widening (featuring the addition of a 3rd lane and signal upgrades) was completed at the southern end of Hyland-Croy Road. It was made possible by a partnership with the City of Dublin.

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**Public Service
With Integrity**

County Engineer

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This section of Hyland-Croy Road is under our jurisdiction, but we share responsibility for portions farther north, where the city limits run along the east side. They covered the design costs/project management, while our share of the construction costs totaled 69% of the \$4.0 million price tag. Like other projects in 2024, this work was covered largely by traffic impacts fees we have set aside for the improvements in this heavily traveled corridor. I appreciate Dublin's involvement over the past several years to help make this happen.

My summary above and details within this report celebrate a unique and very productive year for our organization, with the completion of several major projects that will benefit our traveling public for many years, improving both safety and capacity. But framed within these same details, there is a concerning trend regarding our ability to deliver these similar types of projects on a consistent basis. The three largest road projects were made possible by accumulation of funding from development impacts over the last 8-10 years. These dollars were collected based on each development's traffic impacts to the roadways serving their sites. What once was a substantial balance of set-aside funds is now cut roughly in half. And those remaining dollars will be targeted for more planned and needed projects in the next few years, whittling the balance towards zero.

Our current revenues, the sources of which are detailed on Page 8, just can't support major intersection upgrades or lane widenings, or even a paving program that covers more than a half dozen miles. The funds we do rely on

annually do a reasonable job of covering our regular maintenance items that are listed each year in this summary report, but our increasing traffic and growth will require additional funds for the major work.

The efficiencies of using our own crews for much of our annual work certainly help, along with capturing our share of grant dollars and partnering with other surrounding agencies when appropriate, but it gets more difficult with each passing construction season to make our local funds stretch far enough to build what is needed. A recent analysis by our team shows that we are short at least \$4 million annually to consistently deliver projects outside of our normal road and bridge maintenance tasks. In fact, our planned paving program for 2025, in terms of mileage, will be the smallest I can recall. That is very frustrating for the county engineers office that serves one of the fastest growing counties in Ohio.

There are no simple solutions, but we have had good discussions with our Board of County Commissioners on how to help solve the challenges. We've assembled a group of area leaders and business owners – an Infrastructure Task Force of sorts - to share in the discussion on how to best deal with the concerns. I understand that our growing county has so many needs, and so many important priorities to juggle, but a safe and functional road system must be near the top of the priorities for our future. And I look forward to the ideas our group may develop. Stay tuned.




Jeff Stauch, Union County Engineer

2024 GRANT AWARD



The Union County Engineer's Office was recently awarded \$50,651 in grant funding as part of Ohio EPA's new H2Ohio Rivers Chloride Reduction Grant Program. This funding will be used to purchase an AccuBatch Brine Maker for \$34,750 and a new Brine Storage Tank for \$15,901.

This is part of the \$2.7 million in grants for 52 Ohio communities announced on August 1, 2024, by Governor Mike DeWine to upgrade equipment and salt storage facilities. The H2Ohio Rivers Program is an expansion of Governor DeWine's H2Ohio initiative. Part of the program is to reduce excessive road salt usage and encourage communities and jurisdictions responsible for winter road

and surface maintenance to adopt salt best management practices.

Recent water quality testing has shown that Ohio's waterways are seeing an increase in salt concentrations, primarily due to the use of road salt. Salt can also cause nutrients and metals to detach from sediment, decreasing water quality. Water that is contaminated with road salt requires additional treatment. Additionally, road salt can cause issues with corrosion in pipes, valves, and other drinking water equipment and corrodes infrastructure like bridges and shortens the life of certain paved surfaces. Union County Engineer's Office uses brine whenever possible to reduce our road salt usage and this new equipment will help preserve the waterways and infrastructure around Union County.

WORK BY CONTRACT

MITCHELL-DEWITT/INDUSTRIAL PARKWAY ROUNDABOUT PROJECT

Contractor: Trucco Construction Co., Inc.

Construction Cost: \$2,890,478

The roundabout construction project at the intersection of Mitchell-Dewitt Road and Industrial Parkway was successfully completed in 2024. Construction began in late May and was substantially completed by early September.

The project was completed for a total cost of \$2,890,478, nearly \$817,000 under the original contract amount of \$3,707,483.

This much-anticipated infrastructure improvement is designed to enhance traffic flow, reduce congestion, and improve long-term safety for all road users. The new roundabout marks a major step forward in modernizing our transportation network and supporting the continued growth of our region.



MILL CREEK WATERWAY IMPROVEMENT PROJECT



Contractor: H & H Land Clearing, LLC

Bid Price: \$2,676,715

Work has officially begun on a major initiative to remove log jams and restore flow in the Mill Creek watershed, a vital drainage corridor in Union County. The project stems from a 2017 investigation prompted by frequent flooding in Paris Township. That effort uncovered a massive 1,600-foot-long log jam in Mill Creek, leading to a comprehensive study that identified over 750 blockages throughout the creek's Union County stretch.

Mill Creek is crucial to draining over 99 square miles of land—primarily agricultural—across Union County. These log jams function like dams, backing up water and causing repeated flooding of fields, yards, and roadways, and in some cases, even redirecting the creek's path onto private property.

To address this, multiple agencies, including Union County Board of County Commissioners, the City of Marysville, and several local townships, partnered to fund a multi-year study and plan. The project, now in its construction phase, is funded largely through the American Rescue Plan Act (ARPA). Completion is expected by mid-2026.

Once cleared, the Union Soil and Water Conservation District will manage future debris maintenance to prevent recurrence. Long-term upkeep will be funded by a special assessment across benefitted properties in the watershed. This vital project will improve drainage, reduce flooding and erosion, and enhance recreational opportunities for the community.

WORK BY CONTRACT

Guardrail Upgrade Program

Contractor: Lake Erie Construction Company

Over 500 linear feet of roadway guardrail and bridge railing were upgraded, along with 50 new end treatments at 16 different sites.

Construction Cost: *\$239,541

Pavement Marking Program

Contractor: Griffin Pavement Marking

Construction Cost: *\$157,383

Warner Road Traffic Signal

Contractor: Perram Electric

Construction was recently completed for the new traffic signal installed at the intersection of Industrial Parkway and Warner Road.

Bid Amount: *\$224,144



HYLAND-CROY ROAD WIDENING PROJECT

A major road-widening was completed at the southern end of Hyland-Croy Road. This project included adding a third lane and traffic signal upgrades. This project was made possible by a partnership with the City of Dublin and was largely funded through developer traffic impact contributions.

Construction Cost:	\$4,005,379
City of Dublin:	\$1,124,441
UC General Fund Assistance:	\$375,000
County Engineer Share:	\$2,505,938 (includes funds spent from 2023-2025)

HOT MIX RESURFACING PROJECTS

Hot Mix Resurfacing Program

Contractor: The Shelly Company

1.07 miles Amrine-Wood Rd, 1.746 miles Patrick-Brush Run Rd, 3.66 miles Yearsley Rd, 4.297 miles Lunda Rd, 0.855 miles Davis Rd, 4.21 miles Treaty-Line Rd, 0.165 miles Monterey Dr, 0.16 miles Sierra Woods Dr, 0.12 miles Tioga Springs Circle, 0.45 miles Carmel Dr, 0.175 miles Sequoia Ct

Construction Cost:	\$5,264,522
Jerome Township	\$167,768
Pulte	\$107,261
City of Marysville	\$53,623
Acciona	\$758,874
AWS	\$127,603
Invenergy	\$3,557,580
Local Share:	*\$491,813

* Portions of local shares were furnished by the Sales Tax Levy

Collins Road Hot Mix Resurfacing Program

Contractor: The Shelly Company

4.704 miles Collins Rd

Construction Cost:	\$907,461
OPWC Grant	\$475,510
Local Share:	*\$431,952



WORK BY COUNTY FORCES

Snow and Ice Control

\$496,857

- \$162,423 labor cost
- \$94,759 equipment cost
- 3,735 tons of salt
- \$239,675 material cost



Durapatcher

\$19,725

- 6,143 gallons RS-2 Liquid Asphalt
- 223 tons #8 Stone

Grader Patching

\$69,809

- 780 tons of hot mix asphalt

Tree and Brush Removal

\$141,094

- \$115,938 labor cost
- \$25,156 equipment cost

Chip Seal (labor, equipment, and material)

\$1,978,939

- 620,909 gallons of asphalt and 14,040 tons of stone
- 83.989 miles of county roads
- 29.659 miles of township roads



Roadside Mowing (4 rounds)

\$256,517

- 4,162 total miles mowed (county and township miles)
- \$138,462 labor cost
- \$118,055 equipment cost

SMALL BRIDGE AND CULVERT WORK



Amrine Wood Road Small Bridge Replacement

TR 130-SLM 0.980

Force Work Labor Cost

\$19,111

12'x4' box culvert

Total \$103,790

Patrick Brush Run Road Small Bridge Replacement

TR 218B – SLM 1.461

Force Work Labor Cost

\$11,476

10'X4' box culvert

Total \$64,286

Wolford Maskill Road Small Bridge Replacement

CR 129E – SLM 3.238

Force Work Labor Cost

\$64,474

10 prestressed box beams

Total \$307,648

Cradler Turner Road Small Bridge Replacement

TR 141 – SLM 0.610

Force Work Labor Cost

\$25,963

8'X5' box culvert

Total \$87,159

Streng Road Small Bridge Replacement

CR 67C – SLM 3.092

Force Work Labor Cost

\$22,118

12'X8' box culvert

Total \$129,969



Operations Division and Building Department

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DITCH GRADING

<u>Cradler Turner Road</u>	\$9,753
Labor Hours – 139	
<u>Sandusky Road</u>	\$14,230
Labor Hours – 198	
<u>Wolford Maskill Road</u>	\$41,280
Labor Hours – 560	
<u>County Home Road</u>	\$15,930
Labor Hours – 182	



NEW VEHICLES AND EQUIPMENT

Boom Mower	\$266,710	F-350 Cab & Chassis	\$28,900	John Deere Loader (3rd payment)	\$32,950
Laser Grade	\$2,131	(2) Precision Lasers	\$4,150		
		(5) Tandem Dump Trucks (1st payment)	\$227,331		
		Tractor Gear Boxes	\$4,782		
		2009 Sterling Single Axle Dump Truck	\$65,000		
Engine Control Module	\$2,298	2020 Kobelco Excavator	\$34,541	John Deere Motor Grader (3rd payment)	\$50,649
(2) Jumping Jacks	\$6,681	(4th payment)			



BUILDING DEPARTMENT

In 2024, our Building Department fully transitioned to a digital plan review process using OpenGov to streamline permit submissions, reviews, and approvals to improve efficiency for applicants and staff. As our community continued to grow, we issued 1,540 residential permits—including 622 new single-family homes—with a total valuation of \$313.4 million, and 422 commercial permits valued at \$523 million. Our inspectors completed over 22,000 inspections across both sectors, upholding high construction standards. We remain committed to safety, service, and supporting continued development in 2025.

NEW SINGLE FAMILY HOMES	ADDITIONS/ ALTERATIONS	ALL OTHER PERMITS	TOTAL RESIDENTIAL PERMITS	VALUATION	INSPECTIONS COMPLETED
622	343	575	1,540	\$313,445,748	17,392
NEW COMMERCIAL BUILDINGS	ADDITIONS/ ALTERATIONS	ALL OTHER PERMITS	TOTAL COMMERCIAL PERMITS	VALUATION	INSPECTIONS COMPLETED
37	132	253	422	\$523,035,574	4,793

MISCELLANEOUS STATS

• Driveway permits issued	135
• Variances	4
• Number of addresses issued	1,872
• Unincorporated areas	1,130
• Incorporated areas—Union County	742
• Total property transfers	3,092
• New deed parcels	197
• Existing deeds checked	1,879
• Foreclosure reviews	54
• Sheriff deed reviews	5
• Total property splits and resurveys	271
• New property surveys	244
• New subdivision approvals	27
• Survey plats recorded	134
• Utility permits issued	204
• Overweight vehicle hauling permits issued	430
• Miles of county roads maintained	470
• County maintained bridges	334
• Sanitary Sewer Customers	615
• Received \$147,572 in funding assistance from townships.	
• Darby	\$75,000
• Washington	\$25,000
• Jackson	\$25,000
• Millcreek	\$22,572

EDUCATOR OF THE YEAR

Chief Building Official Sam Cronk was awarded the prestigious 2024 Ohio Educator of the Year by the Ohio Building Officials Association (OBOA). Sam received this well-deserved recognition at the OBOA conference, where he was celebrated for his dedication and impact.



Sam's nomination was supported by several members of the building department, a testament to the respect and appreciation he's earned within his team. Sam is passionate about the educational aspect of his role. Whether he's guiding his staff, educating members of the public, or working closely with contractors, Sam's

commitment to sharing knowledge and fostering understanding is at the heart of his approach.

2024 NEW EMPLOYEES



Sarah Hervey
Administrative
Assistant
Hired 6/17/2024



Kris Michael
Maintenance
Worker 2
Hired 8/5/2024



Joe Rodriguez
Residential Plans
Examiner
Hired 5/6/2024



Logan Willett
Maintenance
Worker 2
Hired 5/28/2024

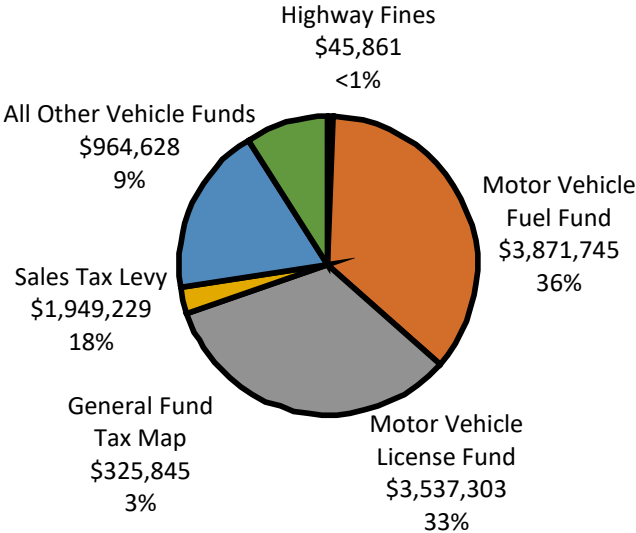
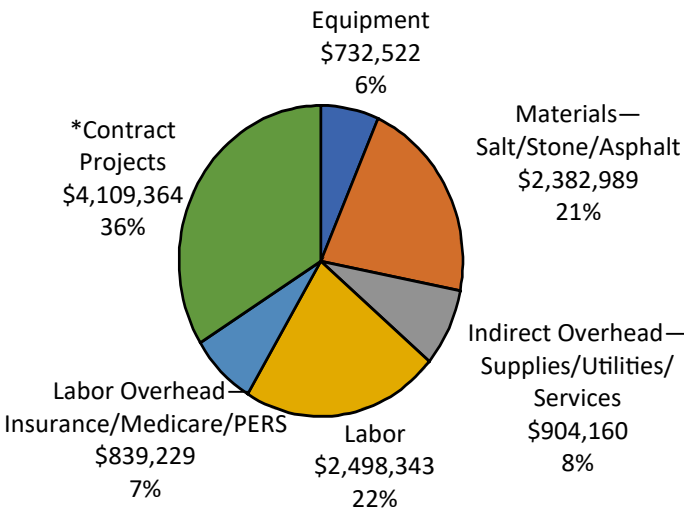
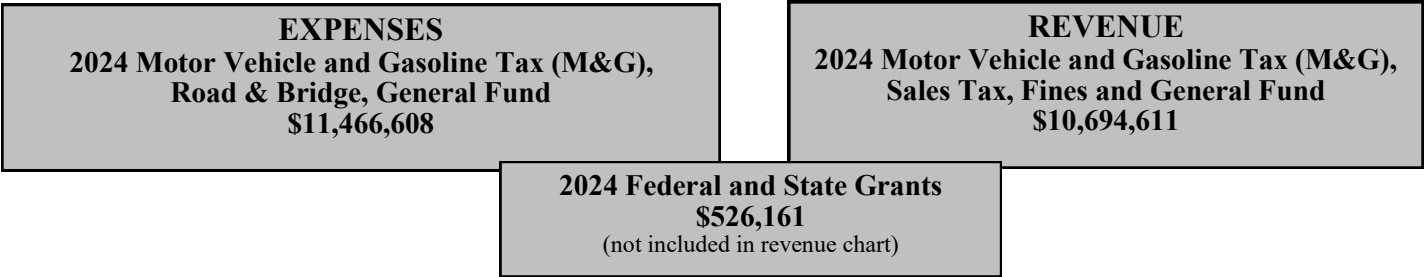
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Budget Breakdown



All sales tax levy funds were used for contract projects in 2024

*This expense value includes some contract projects budgeted for and completed in 2023 but paid in 2024