

**2014 WASHINGTON COUNTY
REPORT ON ROAD AND BRIDGE CONDITIONS**

Roger E. Wright PE, PS, Washington County Engineer

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 2014.

The Washington County Engineer and Highway Department has responsibility for 341 miles of 2-lane County roads and 381 bridges within one of the largest geographic area counties in Ohio. Maintaining them to the condition level described herein is a tribute to the hard work and dedication of our supervisors and employees.

SAFETY

We had one lost time accident in 2014.

REVENUE AND EXPENDITURE SUMMARY

In 2014 the Washington County Engineer had two sources of funds. MVGT is made up of Motor Vehicle Registration fees and Gasoline Tax. The second fund is 1% Permissive Sales Tax revenue for roads and bridges.

2014 MVGT REVENUE RECEIVED:

LICENSES TAX	\$2,255,365.05
GASOLINE TAX	\$2,334,893.50
PERMISSIVE TAX ORC 4504.02	\$271,463.27
\$5 - PERMISSIVE TAX ORC 4504.15 & 4504.16	Enacted 2009 - \$550,996.69
FINES	\$51,910.67
SALES	\$53,795.34
INVESTMENT INCOME	\$10,695.61
TRANSFERS - IN	\$0.00
REIMBURSEMENTS	\$92,286.99
OTHER RECEIPTS	\$17,516.20
CAPITAL PROJECTS FEDERAL FUNDS	\$296,994.40
TOTAL REVENUE	\$5,935,917.72

2014 1% PERMISSIVE SALES TAX REVENUE

SALES TAX – 2012, Allocated 12/2013	\$220,372
SALES TAX – 4% OF 2013 TOTAL COLLECTED	\$313,036
TOTAL	\$533,408

2014 MVGT EXPENSES:

PERSONNEL COSTS	\$1,987,779.90
CONTRACT SERVICES	\$80,565.06
SUPPLIES AND MATERIALS	\$1,562,841.18
CAPITAL EQUIPMENT	\$285,661.31
CAPITAL PROJECTS	\$1,773,369.56
OTHER	\$27,926.87
TOTAL EXPENSES	\$5,718,143.88

1% SALES TAX FUNDING INCLUDED FOR COUNTY ENGINEER IN 2014

SALES TAX – 2012, Allocated 12/2013	\$220,372
SALES TAX – 4% OF 2013 TOTAL COLLECTED	\$313,036
TOTAL	\$533,408

The 1% Sales Tax fund was originally established by vote of the Board of County Commissioners in 1983, stating that 85% of the proceeds would be used for roads and bridges and 15% for the County General Fund.

However, in 1987 (only the 4th year of the tax) the Commissioners allocated 35% of the total collections to the General Fund and thus began a steady erosion of the sales tax monies away from road and bridge purposes.

For a period of 17 years (1987-2003), the Board of Commissioners increased the percentage of collected dollars for the County's General Fund at the expense of roads and bridges in the approximate amount of 35-50% of the total. Then, in 2004 the Commissioners increased the allotment to 64% for the General Fund which began another acceleration of funding away from roads and bridges, ultimately reaching a high of 88% in 2010 for the General Fund.

What effect did this have on road and bridge funding? Obviously, it reduced the dollars available when compared with the originally stated 85%.

In 1987, this meant a loss of about \$523,000. For the initial 17 year period (1987-2003) it cost roads and bridges a total of over \$23,000,000, ranging from \$1,361,000 to \$1,844,000 per year.

In 2004 even greater diverting of monies to the General Fund began, with the nine year period ending in 2012 seeing over \$34,000,000 lost from roads and bridges—an average of over \$3,803,000 per year.

From 1984 to 2008 the County Engineer's Office received at least \$1,000,000 annually in 1% Sales Tax funds, with an average allocation of \$1.4 million over that time period for road and bridge maintenance.

From 1984 to 2008 the townships also received yearly Sales Tax funds of at least \$500,000, with an annual average of approximately \$750,000 to be divided based on road mileage in each of the 22 townships for road maintenance.

In response to the County Engineer's plea for additional road funding, in 2009 the Commissioners adopted two \$5 permissive license tax fees which have generated about \$550,000 annually for County road work.

When the Commissioners deemed it necessary to cut road and bridge funding again in 2010 to support General Fund operations, the County Engineer volunteered to take zero sales tax dollars in order to lessen the burden of the cut on townships. The township allocation was cut to \$737,000 per year for 2009-2011.

In 2012 the Engineer's Office and Township Trustees Association negotiated with the Commissioners to increase 1% Permissive Sales Tax funds to the County Engineer and the townships. Working together, a compromise was reached, and in 2013 the infamous "cap" was removed from the 1% Sales Tax funds and all parties received a portion of the total sales tax collected.

In 2013 the 1% Sales Tax collected approximately \$7.8 million, and was allocated in 2014 as follows; the County Commissioners received \$5.7 million (74%), the Township Trustees received \$1.7 million (22%), and the County Engineer received \$313,036 (4%).

While much good has been done by the County and its 22 townships with the funds made available for road and bridge work, it is obvious that much more could have been accomplished had the original stated intent been followed. Unfunded mandates along with other factors and changing priorities have caused the adjustment of 1% Sales Tax to the general fund.

Unfortunately, in 2014 the amount of 1% Sales Tax (\$313,036) along with the \$5 Permissive Tax (\$550,997) for a combined total of (\$864,033) falls short of the average of \$1.4 million received for roads and bridges from 1984-2008. As you all know, expenses for basic commodities such as limestone, fuel, asphalt and asphalt emulsions, road salt, etc. have risen steadily since 2008. Even with the additional revenue from \$5 Permissive Tax the amount lost in 1% Sales Tax has caused revenue to decline or remain flat. This results in a loss of buying power with fewer dollars available for maintenance improvement, or replacement, as well as a reduction in force of employees over the course of 10 years in which manpower is currently at the minimum.

As reference the table below shows the cost of some basic materials used by the county highway department and how those costs have risen over the past ten years.

	2014	2009	2004
TOTAL REVENUE (without carryover)	\$5,638,923.32	\$5,766,691.87	\$4,617,312.88
1% Permissive Sales Tax Received	\$313,036	\$763,073	\$1,348,200
TOTAL EXPENDITURES	\$5,718,143.88	\$5,685,975.21	\$5,319,879.12
Salt per ton	\$86.31	\$64.87	\$34.00
Asphalt Material Hot Mix per ton	\$68.00	\$56.00	\$31.00
#57 Limestone per ton	\$21.00	\$20.50	\$11.50
NUMBER OF EMPLOYEES	32	38	41

ROAD CONDITION

The Washington County Engineer has responsibility for approximately 341 miles of County roads. The Micro Paver pavement management system is used to rate the surface condition of our roads. This system only addresses the pavement surface condition as it exists on the day of the bi-yearly evaluation and does not attempt to evaluate whether a particular road should be surfaced with a particular type of pavement.

The road condition goal is to maintain the county road system such that 90% of the roads are in at least fair condition. The table below indicates that this goal was met with nearly all of our roads rated fair or better.

Summary Road Condition Table as of December 31, 2014

CONDITION	PCI RANGE	AVG. PCI CONDITION	LENGTH (Miles)	PAVEMENT AREA (Sq. Ft.)	PERCENT of TOTAL ROAD MILES by CONDITION	ACCUMULATING PERCENT OF TOTAL ROAD MILES
EXCELLENT	≥85	94.3	145.24	15,247,969	42.65%	
GOOD	61-84	73.0	187.31	19,242,572	55.00%	97.64%
FAIR	46-60	55.6	7.85	845,700	2.30%	99.95%
POOR	31-45	31.0	0.18	16,986	0.05%	100.00%
FAILED	≤30	0.0	0.00	0	0.00%	
			340.58			

Road Miles by Surface Type

SURFACE TYPE	AVERAGE CONDITION (PCI)	LENGTH Miles
ASPHALT	79.6	220.01
CHIP SEAL	82.9	103.14
AGGREGATE	72.4	17.11
CONCRETE	85.0	0.32
		340.58

BRIDGE CONDITION

Based on the annual inspection of bridges, the following table indicates the condition of the 381 bridges in Washington County.

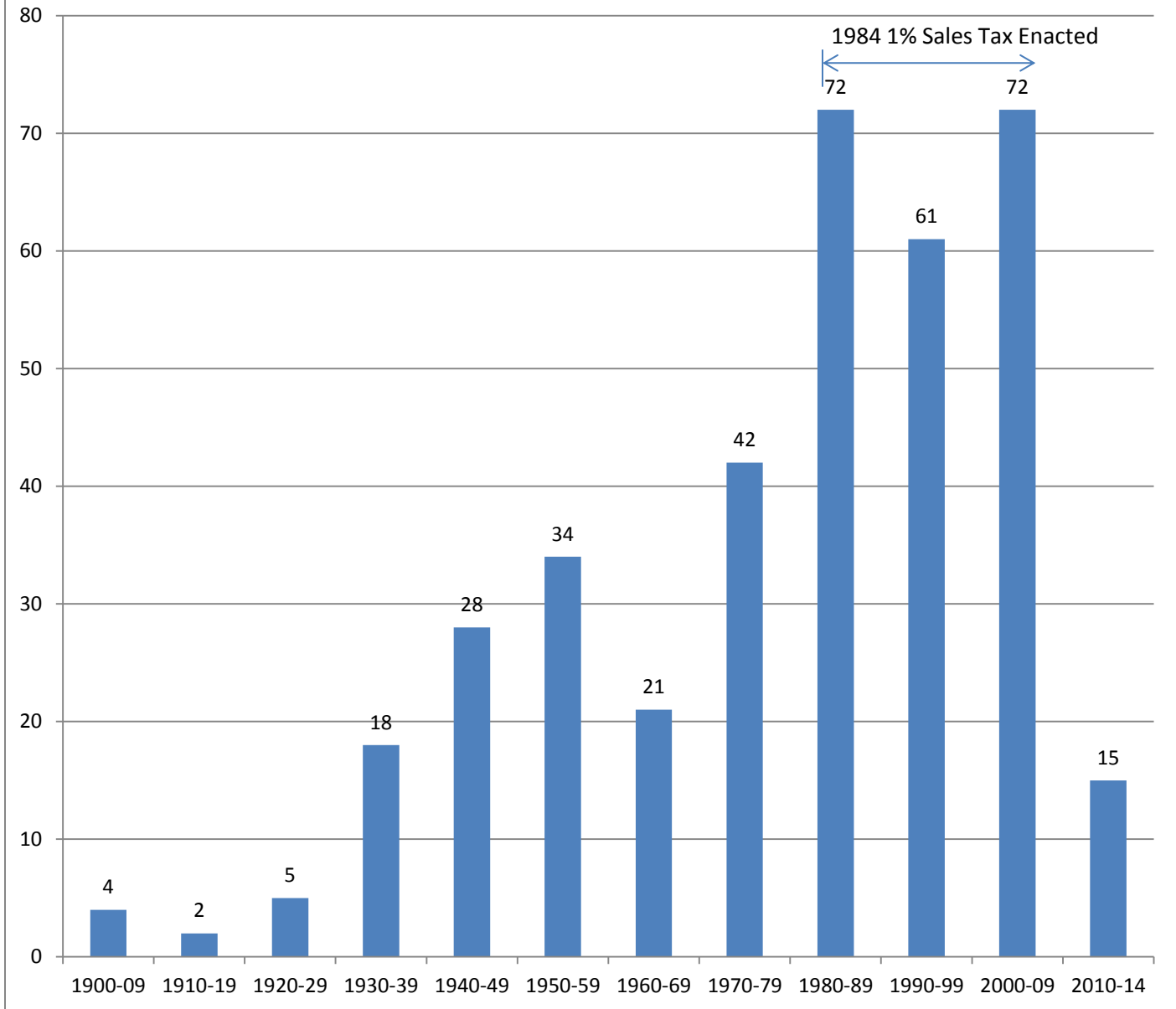
The bridge condition goal is to have 90% of all bridges at or above a general appraisal of 5, Fair Condition. As the table below indicates, this goal was met with 97.64% of our bridges rated with a general appraisal of 5 or higher.

Currently Washington County has eight (8) load restricted bridges. Three (3) load posted bridges are wooden covered bridges built around 1900. They are still open to traffic but were not designed for current legal loads and must be load posted.

BRIDGE GENERAL CONDITION TABLE

CONDITION DESCRIPTION	Bridge General Appraisal	NUMBER OF BRIDGES	PERCENT OF TOTAL BRIDGES	ACCUMULATING PERCENT OF TOTAL BRIDGES
EXCELLENT	9	17	4.46%	
VERY GOOD	8	63	16.54%	21.00%
GOOD	7	152	39.90%	60.89%
SATISFACTORY	6	114	29.92%	90.81%
FAIR	5	26	6.82%	97.64%
POOR	4	9	2.36%	100.00%
SERIOUS	3	0	0.00%	
CRITICAL	2	0	0.00%	
OUT OF SERVICE	1	0	0.00%	
	TOTALS	381		

Washington County Bridges Built by Decade



From 1984 to 2009 \$36,677,968 was allocated from the 1% Sales Tax fund to the County Engineer's office for road and bridge maintenance. This allowed for replacement and improvement to the county infrastructure and the results can be seen by the current condition of the county roads and bridges. The rate of replacement for 2010 to 2019 is projected to be less than 30 as rising costs and limited funds, along with preventative maintenance to extend the life of existing structures, slows the rate of replacement.

ROAD MAINTANENCE HIGHLIGHTS:

The Washington County Engineer's Office utilizes Softworks cost tracking software. This software allows the County to document and track associated costs by work type, labor cost, equipment cost (billed at FEMA hourly rental rates), and material cost for the particular work.

All totals listed below include labor, equipment and materials for in-house maintenance work.

Snow and Ice Control 2014 Winter Season – Winter Begins with \$30 per ton increase in Salt price and ends with a Large Snow Event

The Snow and Ice control season for 2014 begins in October 2014 and continues into April 2015 to determine a true cost for the 2014 winter season. The snow and ice control cost includes labor, materials, and equipment for road application, as well as work in the stock yards mixing materials and re-stocking the County satellite stockpiles. The cost of diesel fuel is not included in this total, as gallons used are not tracked by work type, but the majority of the fuel costs during this time frame are directly related to winter operations.

Like all counties in Ohio Washington County saw a sharp increase in the price of salt for 2014. In 2013 salt cost \$56.66 per ton and increased to \$86.31 per ton. Washington County typically purchases 2,000 tons of salt per year and after the harsh winter of 2013 our salt supply was diminished.

The cost of purchasing 2,000 tons of salt in 2014 was \$172,620. This cost increase significantly impacted the overall cost of the 2014 winter season.

The total cost of the 2014 winter season was \$718,125. In comparison the 2013 winter season was \$933,810 and 2012 was \$466,677.

Diesel fuel costs from October 2014 to April 2015 were \$87,263.

Total Approximate Cost for the 2014 Winter Season for labor, materials, equipment and diesel fuel: \$805,388.

Chip and Seal Maintenance Program

County forces chip sealed 30.5 miles in 2014, using over 4,800 tons of stone and over 120,000 gallons of asphalt emulsion.

The cost of chip and seal maintenance in 2014 was \$469,562.

The county roads chip sealed in 2014 were:

ROAD	ROAD NAME	FROM	TO	LENGTH MILES
3	Veto Rd.	SR-555	CR-30	2.90
3	Two Mile Run Rd.	CR-26	SR-555	3.00
26	Federal Rd.	County Line	CR-188	1.36
26	Federal Rd.	CR-188	CR-248	0.91
26	Federal Rd.	CR-248	County Line	4.47
26	Federal Rd.	County Line	CR-3	1.42
4	Waterford Rd.	CR-79	SCHOTT RD	5.13
248	Ross Rd.	CR-26B	SR-555	3.10
188	O'Neil Rd.	CR-26B	County Line	0.36
111	Welch Rd.	TR-445	SR-555	3.25
111	Welch Rd.	CR-26	TR-445	2.18
84	Hocking Rd.	County Line	SR-124	1.59
183	St. John Rd.	SR-676	CR-4	0.86

Flushing / Bleeding Road Control

In late spring and summer many of our chip seal roads exhibit a property known as flushing (commonly called bleeding) which is the oozing of the liquid asphalt up through the aggregate, causing some of our residents to get tar on their vehicles and tires. This is a common problem with most road agencies that have built-up chip seal road surfaces and is counteracted by applying cover aggregate over the bleeding surface. In areas in which bleeding was very common we have applied overlays and this has been very effective in lowering the cost of bleeding control.

The cost of bleeding road maintenance in 2014 was \$3,868.

Culverts

The county crews replaced road culvert pipe at 62 locations plus 13 driveway culverts where the property owner pays for all materials and the County provides installation.

The cost of County road culvert replacement in 2014 was \$122,274 and \$18,638 for driveway culvert replacement.

County crews also repaired headwalls on existing culverts along with various other repairs, as well as cleaning out existing culverts to ensure drainage was maintained.

The cost of County road culvert repair and cleaning in 2014 was \$107,619.

Ditch and Shoulder Maintenance:

One of the most important maintenance items performed by County forces is ditching, shoulder grading, and shoulder repair. Ditch maintenance reduces water damage to our pavements preventing soft spots in the roadway. Repairing road shoulders maintains a wider and safer roadway.

In 2014 \$500,183 was spent on ditching and shoulder maintenance.

Road Patching and Spot Base Repair

The county maintenance crews utilize cold mix asphalt for pot hole patching by hand during winter months and hot mix asphalt utilizing a grader for patching and preparing roads for chip and seal, along with performing spot base repair as needed on our 341 miles of county roads.

The cost of patching and spot base repair on County roadways in 2014 was \$235,652.

Traffic Control Signs

Sign maintenance is ongoing, as we replace faded, stolen or damaged signs. In years past almost all of Washington County's road signs have been replaced to meet new federal retro-reflectivity guidelines.

The cost of sign work in 2014 was \$37,299.

Brush Cutting and Roadside Mowing

County forces remove limbs overhanging the pavement and trees that could potentially fall across the road. Removing trees and brush along the roadway creates sight distance which makes for a safer roadway.

The cost of brush cutting in 2014 was \$110,031.

County forces utilize 4 tractors to mow three rounds on both sides of our 341 miles of roadway, mowing over 2,000 lane miles each year.

The cost of roadside mowing in 2014 was \$100,152.

BRIDGE MAINTANENCE HIGHLIGHTS:

Bridge Repair

County forces provided a variety of maintenance items on our 381 County bridges, everything from repair or replacement of structural members to cleaning and installing dump rock to mitigate stream scour. In 2014 County forces focused on repairing the large amount of stream scour and bank erosion caused by the numerous large rains and flood events over the past few years.

The total cost of in-house bridge maintenance and repair in 2014 was \$231,491.

Emergency Storm Clean Up

Mother Nature was once again relentless and our maintenance crews were extremely busy cleaning up debris and repairing roadways. I was proud of the response and service to the community that the county highway department provided.

The cost for emergency storm clean-up for 2014 was \$24,016.

Fuel

The cost of fuel, both diesel and gasoline, in 2014 was \$231,884.

In addition \$9,204 was spent for fluids (not including fuel).

ROAD AND BRIDGE MAINTENANCE EQUIPMENT:

The following major equipment was purchased in 2014:

Miscellaneous Marcs Radios	\$5,323
2015 F-550 for Vegetation Control / Snow Ice	\$49,181
Sprayer for Vegetation Control	\$3,046
2011 Ford Pickup	\$22,500
Backhoe Loader	\$77,500
2005 Semi-Truck	\$59,000
Refurbish Excavator	\$37,895.00

2014 CAPITAL PROJECT IMPROVEMENTS

ROADS

Hot Mix Paving

The total cost for hot mix pavement placed in 2014 was \$1,490,566.

All of the 1% Sales Tax received (\$533,408) in 2014 was applied to the hot mix paving program. The following table shows the roads resurfaced during 2014.

ROAD #	ROAD NAME	FROM	TO	LENGTH (MILES)
26	Federal Rd.	SR-124	US-50	0.18
26	Federal Rd.	US-50	County Line	1.07
15	Germantown Rd.	SR-821	CR-371	4.52
15	Germantown Rd.	CR-371	CR-354	2.05
371	Campbell Run Rd.	CR-15	CR-11	1.93
174	Wells Rd.	CR-6	CORNER RD	1.94
174	Wells Rd.	CORNER RD	CR-6	1.63
2	Anderson Rd.	SR-550	SR-676	6.71
4	Waterford Rd	Corp Line	C-79	2.92
79	Huck Rd	CR-4	TR-32	0.25

Millcreek Rd. Improvement Project

The County Engineer’s Office partnered with the City of Marietta and Muskingum Township to improve and widen Millcreek Road. As numerous businesses grew and developed, the existing roadway required improvements and the Engineer’s Office developed the road plans in house for the entire project. Appalachian Rural Development grant funding was utilized for the project, which was funded 100% with federal funds.

The cost of the improving Millcreek Road was \$438,604.

Chip Seal

The County elected to contract chip seal on the following roads due to work schedule conflicts.

The cost of contract chip seal work was \$20,500.

ROAD #	ROAD NAME	FROM	TO	LENGTH (MILES)
4	Waterford Rd.	SCHOTT RD	CR-60	2.78
60	Lowell Hill Rd.	CR-4	1 Mile Marker	1.00
60	Lowell Hill Rd.	1 Mile Marker	CR-79	3.63

Road Repair Projects

Roadside wash-out required a gabion basket wall repair. Contract price for the gabion wall was \$47,920.

Landslip Repairs:

We had several landslips throughout the County. Landslips occurred on County Roads 3, 4, 126, 56, 14, and 25 and are typically repaired with driven pipe pile.

In 2014 \$73,863.77 was spent on landslip repair.

BRIDGES

Bridge Replacement Projects

The following table shows the major bridge work accomplished during 2014. All projects were funded 100% by county funds.

BRIDGE DESCRIPTION	EXISTING BRIDGE	WORK	COST
C-4-0802	Existing box beam superstructure with stone substructure	Replace entire superstructure with concrete box beam with integral concrete deck and entire substructure with cap pile abutment	\$186,249
C-22-0096	Existing steel beam superstructure	Replace entire superstructure with cast in place concrete slab and substructure with spread footing concrete abutments	\$145,895

2015 PLANNED IMPROVEMENTS

The following is a summary of our goals for road and bridge capital improvements for 2015. This is the program as planned but as the year progresses, changes may be necessary.

ROAD PROGRAM - 2015

The following is a list of tentative hot mix asphalt road paving projects for 2015. The current budget tentatively allows for \$1.2 – \$1.4 million in county funds. Washington County was fortunate to receive federal and state assistance through grants and loans that allowed us to expand the paving program supplementing the County funds available. Paving is dependent on the number of landslips and other major road repairs that will take priority.

Road Number	Name	From	To	Length (Mi)		Funding Percentages	Estimate
	2015 Paving						
25	BEAR RUN RD	SR 26	CR 9	3.12	CEAO / CSTP	80%	\$894,561
25	DANAS RUN RD	CR 9	CR 244	3.47	COUNTY	20%	\$223,640
11	DALZELL RD	SR 821	CR 42	4.07	CEAO / CSTP	80%	\$934,346
11	DALZELL RD	CR 42	CR 371	3.25	COUNTY	20%	\$233,586
11	DALZELL RD	CR 371	CR 12	0.19			
10	BLUE KNOB RD	SR 7	SR 7	1.71	WWW	80%	\$262,058
					COUNTY	20%	\$65,515
17	PLEASANT RIDGE RD	SR 26	PVMNT CHANGE	5.00	OPWC GRANT	55%	\$399,970
17	PLEASANT RIDGE RD	PVMNT CHANGE	CR 133	1.94	OPWC LOAN	19%	\$136,902
					COUNTY	26%	\$188,631
2	BRAUN RD	BELPRE CORP	CR 3	4.51	COUNTY	100%	\$315,703
42	STANLEYVILLE RD	CR375	CR 16	1.60	COUNTY	100%	\$147,636
42	STANLEYVILLE RD	CR 16	TR 716	0.51			

29.36 ESTIMATED FUNDS **\$3,802,549**

\$1,311,614 COUNTY FUNDS
\$2,090,965 FEDERAL FUNDS
\$399,970 OHIO PUBLIC WORKS FUNDS

IN HOUSE CHIP SEAL PROGRAM - 2015

The following is a list of tentative roads that will be chip sealed in house for 2015. The current budget tentatively allows for \$200 - \$300 thousand for materials only. Chip seal costs are tracked and calculated at the end of the year with material, equipment and labor. The number of miles chip sealed is dependent on the number of landslips, other major road repairs, or natural disasters that will take priority for County forces.

Road Number	Name	From	To	Length (Mi)
222	ORNDOFF RD	SR 676	COUNTY LINE	0.17
6	BROWNRIGG RD	Kitts Rd	SR 676	1.50
6	BUCHANAN RD	SR 676	WELLS RD (CR 174)	2.66
6	BUCHANAN RD	WELLS RD (CR 174)	SR 339	3.36
102	MILNER RD	PRIVATE RD	SWIFT RD (TR 567)	0.11
102	MILNER RD	SWIFT RD (TR 567)	CORYHILL RD (TR 104)	1.17
102	MILNER RD	CORYHILL RD (TR 104)	SPARLING RD (CR 32)	2.38
27	ROCKY POINT RD	SR 339	BARNETT RIDGE RD (CR 2)	2.87
27	BARTH RD	BARNETT RIDGE RD (CR 2)	VETO RD (CR 3)	3.42
2	BARNETT RIDGE RD	VETO RD (CR 3)	SR 550	4.78
18	OAK HILL RD	SR 550	BROWNRIGG RD (CR 6)	6.51
51	JOE SKINNER RD	PAVEMENT CHANGE	PAVEMENT CHANGE	0.91
				29.84

The estimated cost of materials for the 2015 chip seal is \$299,310.

BRIDGE PROGRAM - 2015

We plan to do major rehabilitation or replacement of the bridges in the following table subject to any significant issues that may arise during the annual bridge inspection and re-evaluation of the load ratings. Bridges on the list below may have to be delayed due to lack of funding available, with priority given to repair of the Lowell T Bridge and exact cost yet to be determined. In years past \$1 – \$2 million was budgeted for bridge replacement.

Route	Log Pt	Bridge Name	General Appraisal	Remarks	Funding Percentages	Estimate
C0060	0625	LOWELL T	4A	Repair of cracking on concrete pier at the T intersection	COUNTY 100%	\$1,000,000
C0014	0361	WARD	4A	Replacement of fracture critical truss with pre-cast box beam with integral concrete deck	FEDERAL FUNDS 80%	\$276,232
					ODOT CREDIT BRIDGE 15%	\$51,794
					COUNTY 5%	\$17,264
					TOTAL PROJECT	\$345,290
C0025	0581	GARRETT	5A	Bridge pan decking rapidly deteriorating with steel beams losing section, replace with concrete slab	COUNTY 100%	\$151,093

ENGINEER'S REMARKS

In 2014 I began my second year as Washington County Engineer, and it was a very busy year. Many projects were completed but the constant activity in the office came from Oil and Gas companies. 2013 brought the first horizontal wells drilled into the Marcellus formation in Washington County in which my office was involved. In trying to streamline the process of obtaining RUMA agreements and to make Washington County business friendly, I have been encouraging all townships to partner with my office so that County and Township roadways that will be affected by a well utilize a single RUMA agreement. This has been successful and as of this date my office has been involved with numerous RUMA agreements covering both county and township roads in a single agreement.

As always, maintaining and improving Washington County roads and bridges is our number one priority, with funding our biggest challenge. In 1999 paving 1 mile of road cost approximately \$32,000; in 2014 the cost was approximately \$70,000 per mile. As the price of raw materials and fuel continue to rise, budgeting and maintaining our county highway system at its current level continues to be a challenge. The continuing State-wide decline of MVGT funds as cars become more fuel efficient or switch to alternative fuels increases this challenge. With the ever increasing costs of the raw materials that are used in highway construction, the current budgetary constraints simply will not allow for as many projects as in years past, while the need for such projects continues to grow. As County Engineer I will also continue to advocate for the return of a larger percentage of 1% Sales Tax Funds as originally intended, while continuing to seek alternative funding.

2015 will be a very busy year as we have many paving projects scheduled, as well as bridge replacement projects. Washington County will receive over \$2 million in federal funds to improve our county infrastructure. These one-time grants were secured by my office as we continue to aggressively pursue other potential funding sources.

2015 will also be a year of change at the Engineer's Office, as long time Highway Superintendent Calvin Becker will be moving on to enjoy retirement and his many hobbies. Additionally another key member of my staff, Carol Bergen will also be retiring. When you have called my office Carol has been the first person many have spoken to, along with managing the office and our many projects. Both Calvin and Carol have been important contributors to the Engineer's Office and the many years of institutional knowledge they possess will be greatly missed. I really appreciate the many years of dedicated service and vital contributions both have made. Thank you for all that you have done!

With all of the challenges and demands 2014 went by very quickly, but I would like to thank the residents of Washington County for the opportunity to serve. It was a very exciting and fast paced first year, and I enjoyed the challenges throughout the year and look forward to an even better year in 2015.



Roger E. Wright, PE, PS
Washington County Engineer