

**Final Report
Watson-Ford #25 Watershed
Drainage Improvement Petition
per Ohio Revised Code Sec. 6131
February 5, 2026**

This report has been prepared for the final hearing on a drainage improvement petition filed by Subhajit and Jennifer L. Datta and others on August 2, 2019. The original petition has been signed by representatives of 9 of the 79 parcels in the watershed.

The general location and course of the requested improvements are quoted from the petition as follows:

“In Delaware County, Liberty Township within the Watson-Ford #25 watershed, and generally following, but not limited to, the course and termini of the existing improvements.”

The following is the nature of the work petitioned:

“To generally improve the drainage, both surface and subsurface, to a good and sufficient outlet, by replacing, repairing or altering the existing improvements as required and/or creating new surface and subsurface drainage mains or laterals, as requested by this petition.”

The petition was further amended based on requests filed by Eric Sainey, 3510 Clark-Shaw Road, Jason and Barbara Wells, 1892 Ford Road, Jay and Cheryl Shumaker, 2080 Ford Road, Mark Hope, 1991 Ford Road, Sharon and Bruce Blackston, 2097 Ford Road, Daniel Malone, 2167 Ford Road, Conor & Kathryn Lee, 3150 Bean-Oller Road, Frederick & Karen Graessle, 3196 Bean-Oller Road, and Jack and Sue Veal, 3266 Bean-Oller Road. All of the amendment requests were to join the petition for the purpose of creating a good and sufficient outlet for the respective properties. The Commissioners accepted the Sainey amendment on September 5, 2019, the Wells amendment on September 16, 2019, the Shumaker, Hope, and Blackston amendments on December 16, 2019, and the Malone, Lee, Graessle, and Veal amendments on January 9, 2020.

The Watson-Ford #25 watershed is approximately 530 acres. The watershed is 45% agricultural, 34% rural residential, 20% woods/wetlands, and 1% road right-of-way.

Petition Process

This petition has been submitted according to Ohio Revised Code Section 6131 which authorizes the Board of County Commissioners to act on behalf of benefited property owners to make drainage improvements. If the Commissioners decide to proceed with a project, the costs related

to the improvements are collected via special assessment to the landowners in the watershed according to the benefit received. The construction assessments would be placed on the property tax bills of the benefited landowners, and can be spread over a maximum of 15 years with 30 semi-annual installments depending on the method of payment chosen by the Commissioners. Additionally, the improvements will be placed on the county drainage maintenance program per Ohio Revised Code Section 6137 with maintenance funds being collected semiannually similar to the original construction costs. These annual maintenance assessments are generally 2 to 5 percent of the construction assessment.

It should be noted that property owners are only assessed for those improvements that are located downstream from their properties. No property is assessed for improvements located “upstream” of a given parcel. In addition, units of government that hold rights-of-way for public roads are assessed for both construction and maintenance costs in the same manner as private property owners.

The decision to approve a petition is a 3-step process involving a viewing, an initial, or first, hearing, and a second, or final, hearing. A viewing of the proposed improvements was conducted by drone video on October 14, 2019 by the Commissioners to familiarize themselves with the location and condition of the existing improvements. Next, the first hearing was held on January 9, 2020. At the first hearing, the Commissioners found in favor of the petition. They requested the Delaware County Engineer and the Delaware Soil and Water Conservation District to proceed in the development of engineering plans and specifications and the schedule of assessments. It is this information that is before the Board of Commissioners for consideration at this second and final hearing.

Project Scope

The proposed project has been divided into sections to better reflect the areas and costs as well as the request of the petition. These sections, described in detail below, are as follows: Watson-Ford Main, Ford Submain and Submain Connection, Lateral #1, Lateral #2, Lateral #3, Lateral #4, and Lateral #5.

The Watson-Ford Main will begin on the west side of Sawmill Parkway and extend first northwesterly then turning southwesterly to south for approximately 9,200 feet to meet the request of the petitioners. The primary items of work will include surface drain shaping and grading, subsurface drain pipe installation, open channel construction, the installation of erosion control measures, the installation of private drive culverts, removal of brush and vegetation, and seeding and mulching. All disturbed areas will be returned to their preconstruction condition, or seeded and mulched.

The Ford Submain will begin at the junction with the Watson-Ford Main approximately 400 feet south of Ford Road and 2,100 feet west of Sawmill Parkway, and extend first north to the north side of Ford Road, and then turning west for a total of approximately 2,600 feet to meet the

request of the petitioners. The primary items of work included surface drain shaping and grading and subsurface drain pipe installation. All disturbed areas will be returned to their preconstruction condition, or seeded and mulched. This Submain also includes an additional 893 feet of subsurface drain pipe installation to reroute an existing subsurface drain tile disturbed by construction of the Ford Road wetland site. This subsurface drain has been installed privately and will be included in Drainage Maintenance in the As-built condition.

Lateral #1 will begin at the junction with the Watson-Ford Main approximately 450 feet south of Ford Road and 1000 feet west of Sawmill Parkway and extend upstream approximately 710 feet to meet the request of the petitioners. The primary item of work will be subsurface drain pipe installation. All disturbed areas will be returned to their preconstruction condition, or seeded and mulched.

Lateral #2 will begin at the junction with the Watson-Ford Main approximately 1,400 feet north of Bean-Oller Road and 3,000 feet west of Sawmill Parkway and extend upstream to the northwest approximately 1,686 feet to meet the request of the petitioners. The primary items of work will include surface drain shaping and grading and subsurface drain pipe installation. All disturbed areas will be returned to their preconstruction condition, or seeded and mulched.

Lateral #3 will begin at the junction with the Watson-Ford Main approximately 475 feet north of Bean-Oller Road and 3,600 feet west of Sawmill Parkway and extend upstream approximately 600 feet to the east to meet the request of the petitioners. The primary items of work will include surface drain shaping and grading, subsurface drain pipe installation, and the installation of private drive culverts. All disturbed areas will be returned to their preconstruction condition, or seeded and mulched.

Lateral #4 will begin at the junction with the Ford Submain on the north side of Ford Road approximately 2,000 feet west of Sawmill Parkway and extend upstream approximately 511 feet to the east to meet the request of the petitioners. The primary item of work will be subsurface drain pipe installation. All disturbed areas will be returned to their preconstruction condition, or seeded and mulched.

Lateral #5 will begin at the junction with the Ford Submain approximately 400 feet north of Ford Road and 3,150 feet west of Sawmill Parkway and extend approximately 420 feet to the south side of Ford Road to meet the request of the petitioners. The primary item of work will be subsurface drain pipe installation. All disturbed areas will be returned to their preconstruction condition, or seeded and mulched.

Project Estimate

Watson-Ford Main

Construction	\$ 579,542.99
Administration, Planning and Inspection	\$ 18,517.70
1 st Year Drainage Maintenance	\$ 27,982.12
Contingency	\$ 50,000.00
TOTAL ESTIMATED COST:	\$ 676,042.81

NOTE: The above estimate includes \$4,200 in costs to be direct assessed to Liberty Township for work within the Bean-Oller Road right-of-way. The remaining amount to be assessed to the watershed parcels is \$671,842.81.

Ford Submain

Construction	\$ 123,307.59
Administration, Planning and Inspection	\$ 6,777.36
1 st Year Drainage Maintenance	\$ 4,364.53
Contingency	\$ 12,000.00
TOTAL ESTIMATED COST:	\$ 146,499.48

NOTE: The above estimate includes \$4,200 in costs to be direct assessed to Liberty Township for work within the Ford Road right-of-way. The remaining amount to be assessed to the watershed parcels is \$142,249.48.

Lateral #1

Construction	\$ 21,170.48
Administration, Planning and Inspection	\$ 1,298.03
1 st Year Drainage Maintenance	\$ 700.44
Contingency	\$ 2,000.00
TOTAL ESTIMATED COST:	\$ 25,168.95

NOTE: The above estimate includes \$2,520 in costs to be direct assessed to Liberty Township for work within the Ford Road right-of-way. The remaining amount to be assessed to the watershed parcels is \$22,648.95.

<u>Lateral #2</u>	
Construction	\$ 48,427.93
Administration, Planning and Inspection	\$ 1,693.25
1 st Year Drainage Maintenance	\$ 1,430.39
Contingency	\$ 4,500.00
TOTAL ESTIMATED COST:	\$ 56,051.57

<u>Lateral #3</u>	
Construction	\$ 32,332.60
Administration, Planning and Inspection	\$ 962.90
1 st Year Drainage Maintenance	\$ 949.97
Contingency	\$ 2,500.00
TOTAL ESTIMATED COST:	\$ 36,745.47

<u>Lateral #4</u>	
Construction	\$ 16,705.18
Administration, Planning and Inspection	\$ 1,232.06
1 st Year Drainage Maintenance	\$ 454.66
Contingency	\$ 1,500.00
TOTAL ESTIMATED COST:	\$ 19,891.90

<u>Lateral #5</u>	
Construction	\$ 12,393.71
Administration, Planning and Inspection	\$ 668.27
1 st Year Drainage Maintenance	\$ 628.44
Contingency	\$ 1,500.00
TOTAL ESTIMATED COST:	\$ 15,190.42

TOTAL PROJECT ESTIMATED COST: \$ 975,590.60

Calculation of Assessments

The Ohio Revised Code instructs the County Engineer to calculate the assessments to individual property owners based on the benefits received from the improvements for the various properties in the watershed. The ORC further defines benefited land as:

“Lands that have been removed from their natural state by deforestation, cultivation, artificial drainage, urban development, or other manmade causes shall be considered as benefited by an improvement required to dispose of the accelerated flow of water from the uplands.”

Assessments to individual parcels have been calculated using the following formula, a rationale that is widely used throughout the state of Ohio.

$(\text{Acres Benefited}) \times (\text{Land Use Factor}) \times (\text{Percent of Improvement Used}) \times (\text{Remote Factor}) =$
 $(\text{Individual Parcel Assessment Factor})$

Each parcel's assessment is then determined by:

$(\text{Individual Parcel Assessment Factor}) / (\text{Total of all Individual Assessment Factors}) \times (\text{Total Construction Cost}) = (\text{Parcel Assessment})$

Explanation of Factors:

- **Acres Benefited**
Total number of acres within a given parcel that contribute drainage to the improvement.
- **Land Use Factor**
The relative benefit to parcels of drainage based on the amount of increased storm water runoff resulting from the land use of the parcel.
- **Percent of Improvement used**
The point at which drainage from a given parcel enters the improvement. Parcels are only assessed for the portion of the improvement that lies downstream of the parcel.
- **Remote Factor**
The remote factor is based upon a parcel's distance from the improved section of the drainage course, and is typically established in ½ mile increments. Parcels that are most "remote" from the actual improvement receive the greatest reduction on their assessment. No remote factor has been applied for this project.

Benefits versus Cost

One of the primary factors set forth for consideration in the approval or dismissal of a petition request is the actual benefit of the proposed improvements to the watershed in question. The following analysis examines this factor from the standpoint of land productivity for the agricultural acres as well as the value of drainage to residential parcels.

A publication by The Ohio State University Extension titled "Returns to Farm Drainage" details several studies, conducted by Ohio State researchers, on the effects of drainage on crop yields. The studies show that fields with good drainage will produce higher yields than fields that have poor drainage. A recently completed 25-year study showed that subsurface drainage increased corn yields by 24%-39%, and increased soybean yields by 13%-46%. This produces average yield increases of 31% and 29% respectively. The benefits of drainage will thus equal this increased yield multiplied by the market price.

Overall, approximately 237 acres of the 530-acre watershed is agricultural land. The 2023 through 2021 average market price for corn and soybeans in Ohio, as reported by the USDA National Agricultural Statistics Service is \$5.88 per bushel for corn and \$14.19 per bushel for soybeans. The average estimated yield increases for the soil types present in the watershed, given appropriate drainage improvements are in place, equal 46 bushels per acre for corn and 14 bushels per acre for soybeans. For these examples, we will assume that cropland acres are distributed equally between corn and soybeans.

Crop production benefit examples:

Watson-Ford Main

- 237 acres of agricultural land
- Corn:
(46 Bushel per acre increase in yield) X (\$5.88 per bushel) X (237 acres) = \$64,103.76 increase annually.
- Soybeans:
(14 Bushel per acre increase in yield) X (\$14.19 per bushel) X (237 acres) = \$47,082.42 increase annually.
- Average annual benefit = \$55,593.09
- Potential 20-year return = \$1,111,861.80
- Assuming this annual benefit and 3% annual maintenance costs, and considering benefits solely to the agricultural land in the watershed, it will take approximately 20 years to provide a positive return on investment to the drainage infrastructure of the full watershed.

Ford Submain

- 45 acres of agricultural land
- Corn:
(46 Bushel per acre increase in yield) X (\$5.88 per bushel) X (45 acres) = \$12,171.60 increase annually.
- Soybeans:
(14 Bushel per acre increase in yield) X (\$14.19 per Bushel) X (45 acres) = \$8,939.70 increase annually.
- Average annual benefit = \$10,555.65
- Potential 20-year return = \$211,113.00
- Assuming this annual benefit and 3% annual maintenance costs, and considering benefits solely to the agricultural land in the watershed, it will take approximately 24 years to provide a positive return on investment to the drainage infrastructure of the Ford Submain watershed.

While these examples do not take into consideration individual farm management practices, they do illustrate the fact that good agricultural drainage is a key factor in farm profitability and would reflect positively when considering a cost/benefit analysis for the individual sections of this project as well as the project as a whole.

The increased value or benefit for residential parcels is typically found in two ways: the increased marketability of the home and functionality of the home sewage treatment system and associated drainage needs. An inadequate subsurface drainage outlet can dramatically deteriorate the condition of household sewage treatment systems potentially limiting the value of the home for resale. Locally, the cost to construct an alternate sewage treatment system, should the existing system fail, ranges from \$15,000 to \$25,000 on average. Other benefits that are commonly perceived as a result of suburban drainage improvements focus on quality of life and positive neighborhood perception. Watersheds that have planned and maintained drainage infrastructures generally have higher resale values than those communities that are known to have a history of drainage problems. Approximately 182 acres of the land use in the watershed is residential in nature. When evaluating the cost of providing adequate drainage outlets for residential properties, we find that for new construction, developers or homebuilders spend on average \$8,700 per lot to attain adequate drainage infrastructure within a development. Given this consideration, the residential benefits to the watershed can be considered as follows:

- Main: 45 residential parcels X \$8,700 = \$391,500 average benefit
- Ford Submain: 10 residential parcels X \$8,700 = \$87,000 average benefit
- Lateral #1: 6 residential parcels X \$8,700 = \$52,200 average benefit
- Lateral #2: 3 residential parcels X \$8,700 = \$26,100 average benefit

- Lateral #3: 3 residential parcels X \$8,700 = \$26,100 average benefit
- Lateral #4: 3 residential parcels X \$8,700 = \$26,100 average benefit
- Lateral #5: 2 residential parcels X \$8,700 = \$17,400 average benefit

The benefits to this proposed project will be realized well beyond the construction repayment term. As previously stated, the construction assessments would be placed on the property tax bills of the benefited landowners, and can be spread over a maximum of 15 years. Alternatively, assessments can be paid in full within 30 days after the close of the final hearing without paying interest. The long-term benefits will be realized by virtue of this project being placed on the County Drainage Maintenance Program in perpetuity per Ohio Revised Code Section 6137. O.R.C. 6137 requires maintenance funds to be collected semi-annually similar to the construction costs. These maintenance funds are applied to the annual inspection and maintenance of this specific project.

Decisions

A decision on the Watson-Ford Main can be made independent of any other part of the project.

Approvals of all other parts of the project are contingent upon the following:

Ford Submain: Requires approval of the Watson-Ford Main

Lateral #1: Requires approval of the Watson-Ford Main

Lateral #2: Requires approval of the Watson-Ford Main

Lateral #3: Requires approval of the Watson-Ford Main

Lateral #4: Requires approval of the Watson-Ford Main and the Ford Submain

Lateral #5: Requires approval of the Watson-Ford Main and the Ford Submain

Denial of the Watson-Ford Main will necessitate denial of all other parts of the project.

Denial of the Ford Submain will necessitate the denial of Lateral #4 and Lateral #5.

Recommendations

Based on all of the information gathered and generated, I believe this project as proposed is technically feasible and would serve as an adequate outlet for the drainage needs of the watershed. Furthermore, the parcel assessments for this project are within the range of assessments that can be expected for a project of this scope. The testimony brought to the Board of Commissioners by the landowners as to whether the benefits of this project exceed the costs, should be given significant consideration in the decision to move forward with this project.

A resolution affirming the order to proceed for each section, confirming the schedule of assessments, and ordering the project to be advertised for competitive bid, per Section 6131 of the O.R.C., will be necessary. The resolution by the Board of Commissioners shall also determine how long a period of time, in semi-annual installments, as taxes are paid, shall be given the owners of land benefited to pay the construction assessments.

If the Board of Commissioners chooses to dismiss the Petition in whole or in part, I would recommend a resolution reflecting that decision, and that the costs for the proceedings, including the costs incurred by the Board of Commissioners, the County Engineer and the Delaware Soil and Water Conservation District in making surveys, plans, reports and schedules be distributed to the benefiting landowners in the same ratio as determined in the final estimated assessments presented at this hearing. This amount is estimated at \$8,000.

Prepared by,

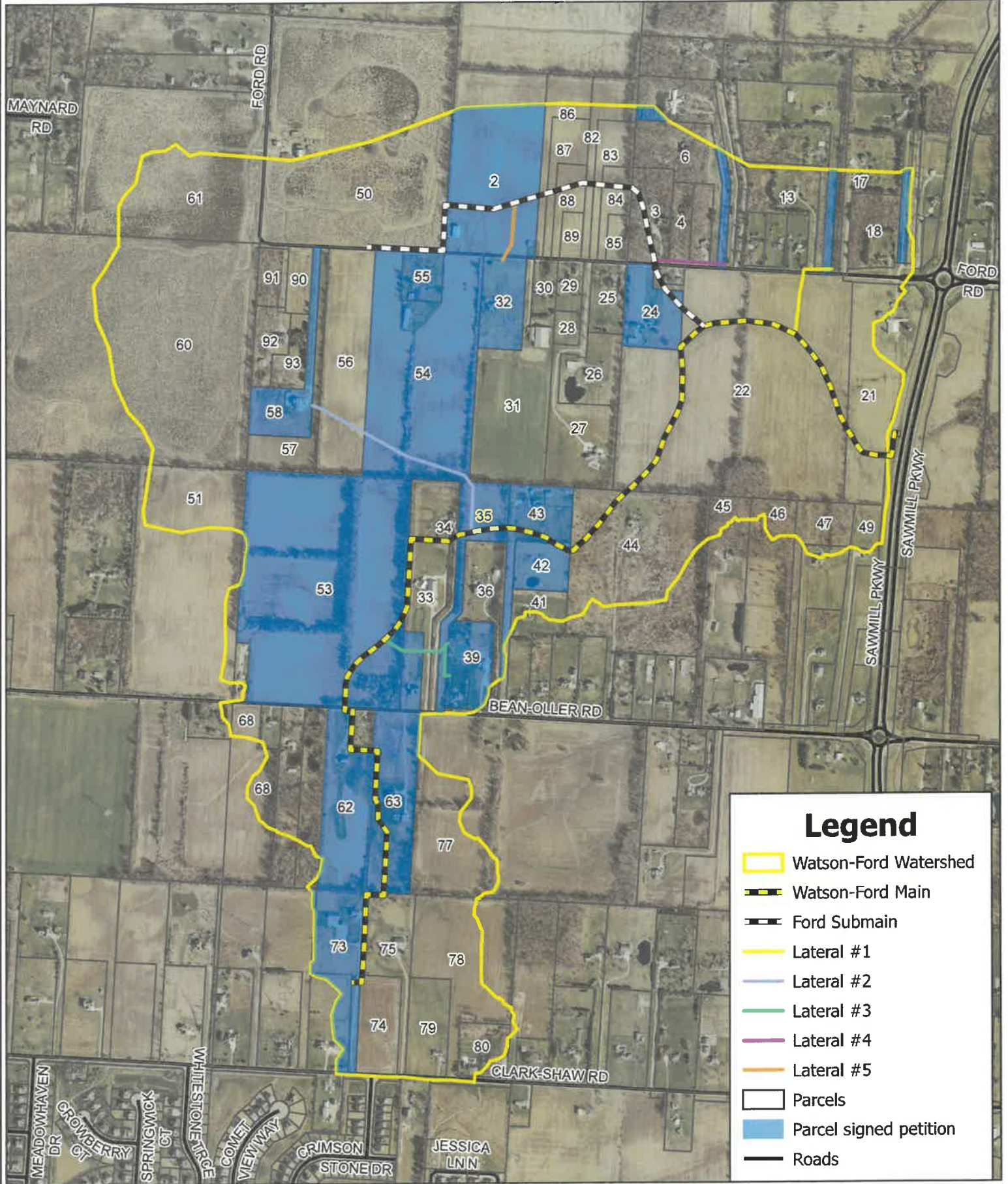


Bret Bacon
Deputy Administrator
Resource Conservation Program Coordinator
Delaware Soil and Water Conservation District

Approved by,



Chris Bauserman P.E., P.S.
Delaware County Engineer

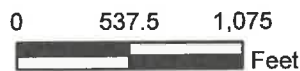


Legend

- Watson-Ford Watershed
- Watson-Ford Main
- Ford Submain
- Lateral #1
- Lateral #2
- Lateral #3
- Lateral #4
- Lateral #5
- Parcels
- Parcel signed petition
- Roads



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Note: The Delaware SWCD makes no guarantee or warranty as to the accuracy of the information on this map.

