

The Fairfield County Engineer's Office 2010 Annual Report

A Message from the Fairfield County Engineer



Frank W. Anderson, P.E., P.S.

This Annual Report is intended to both provide a brief look at the road and bridge work completed in 2010 as well as any major work planned for 2011. As this report is my sixteenth such report, I believe it will also help to illustrate the overall role the Fairfield County Engineer's Office plays in our community.

Throughout 2010, the Fairfield County Engineer's Office has continued to try to maximize our in-house efforts toward road and bridge improvements to our infrastructure. Our crews replaced 9 culverts, crack-sealed 13.91 miles of roads, and performed both full-depth road repairs and bridge repairs throughout Fairfield County.

By "force account" methods, our county crews readied roads ahead of our annual resurfacing program as well as prior to our CSTP (federal aid assisted) resurfacing projects. We also performed a considerable amount of full-depth pavement repairs on Coonpath Road in 2010. Unfortunately, during this work, this office experienced something which has been very rare, in that we had equipment both vandalized and stolen from our job site.

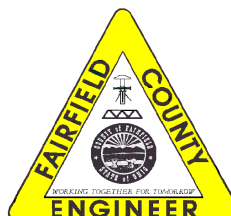
In addition to the "force account" methods noted above, we also performed in-house force account work for roads which benefited from ARRA (the

American Recovery and Reinvestment Act, commonly referred to as "stimulus" funding). These "stimulus" funds were not the result of our application for transportation stimulus funds, but rather thanks to the Mid-Ohio Regional Planning Commission (MORPC) for distributing funds to various Fairfield County government agencies. The Fairfield County Engineer's Office designed the ARRA Resurfacing plans for this project. MORPC funds assisted Violet Township, the City of Pickerington, the Village of Lithopolis, the Village of Carroll, as well as Fairfield County to get road segments overlaid (*refer to page 4*).

Our county bridge crews assisted with construction on the HOC-04 Bridge (*refer to page 7*), the HOC-44 Bridge (*refer to page 3*) and the GRE-39 Bridge (*refer to page 4*). Although not completed by our bridge crew, another bridge replacement performed in 2010 was the WAL-37 Bridge on South Bank Road along the Buckeye Lake shoreline. This replacement had to allow for future small boat traffic underneath it once it was completed (*refer to page 3*).

Thanks to the Fairfield County Engineer's Office's success in obtaining grant funds to leverage our funds, we were able to complete two Ohio

Continued on page 2



Public Works Commission (OPWC) grant funded projects. Both a bridge replacement as well as a road improvement project were completed in 2010 thanks to OPWC grants.

The OPWC assisted in funding our BLO-07 Bridge replacement on Pickerington Road (*refer to page 3*) this year. Funding for this bridge is being paired with our VIO-13 Bridge on Basil-Western Road, which is to be replaced with OPWC grant funding in 2011.

The road project completed in 2010 which included OPWC grant funds was the Marcy Road Improvement Project (*refer to page 5*). This was a safety project where improvements were made to a deep ditch section, guardrail areas were improved, and drainage and overlay work was performed.

Safety improvements were also made to roads in the northwest quadrant of Fairfield County in 2010 by means of signing upgrades. A 7-year program began in 2010 to upgrade road signs along county roads in order to comply with federal reflectivity requirements, some of which are set to become the new standard beginning in 2015. By upgrading these signs over several years, we are able to manage the time and costs of these changes in-house rather than by more expensive contracted installation. These federal signing reflectivity standards are described in more detail on page 7 of this report.

Another safety improvement was completed near the intersection of Basil-Western Road and Allen Road (*refer to page 4*) where the profile along Basil-Western Road, CR13, was raised to improve sight distance along the roadway and for intersecting traffic on Allen Road. Thanks to a federal-aid grant, Basil-Western Road was also improved with an asphalt overlay between Hill Road and the northern intersection with Carroll-Northern Road.

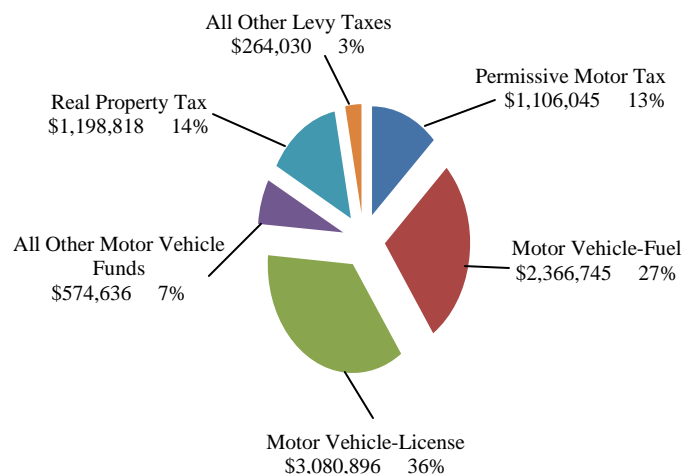
Federal aid funding for county roads, known as "CSTP" funding, is only available for a limited number of routes which are designated through ODOT as "federal-aid" collector or arterial routes. Federal-aid dollars help to leverage our local dollars and/or the ½-mill levy funds of Fairfield County. These federal-aid grants are usually awarded several years in advance and have become increasingly difficult to obtain. The improvements to Basil-Western Road supported by OPWC and CSTP funds, as well as the 2011 VIO-13 Bridge replacement, also aided by OPWC funds, are not chance occurrences. There has been a steady increase in traffic along this route, even before the Hill-Diley interchange was completed. In addition, the Fairfield 33 Development Alliance has promoted this corridor for growth for several years, and the improved conditions should help this cause to stimulate the local economy.

Obtaining grant funding is as important as ever in that motor vehicle fund revenue continues to fail to keep up with increased construction costs. The 2010 Motor Vehicle Funds revenue was actually lower than it was in 2007! More fuel efficient vehicles on our roadways and conservation in gasoline usage have contributed to this stagnant growth in motor vehicle fund revenue. In fact, ODOT supported this statement in their "2010-2011 Business Plan" report by stating: "At the national level, Americans drove an estimated 68 billion miles less from January to August 2009 then they

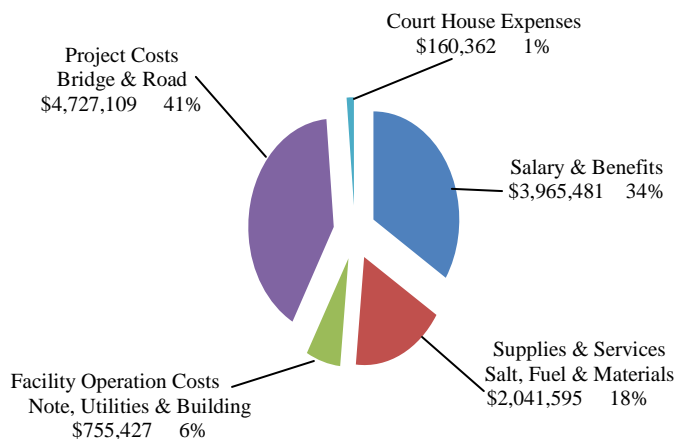
did over the same time frame in 2007." This translates directly to a decrease in state and federal motor vehicle tax being collected. ODOT further stated in this report that unemployment and more fuel efficient vehicles have also contributed in Ohio to about 3% less fuel consumption in Fiscal Year 2009.

The year 2010, although quite successful in terms of grants being utilized, does not even come close to the success we had just five years ago. As a reflection of the economy nationwide, the ability to obtain grant funds in the future seems to hold a bleaker picture. Despite the loss of several employees, principally due to 2010 retirements, I believe we still have the ability to maximize our productivity through better efficiency of operations and continued efforts to obtain future grants. So, as always, I expect hard work and planning to allow continued future success in maintaining our road and bridge infrastructures as we are all "*working together for tomorrow*" in this goal.

MOTOR VEHICLE & LEVY FUNDS 2010 REVENUE SOURCE \$8,591,170 TOTAL REVENUE W/GRANTS \$10,278,715



MOTOR VEHICLE & LEVY FUNDS 2010 OPERATION EXPENSES \$11,649,974



2010 Road & Bridge Projects



BLO-07 BEFORE



BLO-07 CONSTRUCTION

09/22/2010



BLO-07 AFTER

12/03/2010

South Bank Road is the site for our **Walnut 37 (WAL-37) Bridge** replacement project (pictured right). The simple steel beam structure was replaced with a 14' span x 10' rise conduit box. This bridge was designed by the Fairfield County Engineer's Office and replaced by J&J Schlaegel, Inc. of Urbana, Ohio for a construction cost of \$143,469.05.



WAL-37 BEFORE



WAL-37 AFTER



HOC-44 BEFORE



HOC-44 AFTER

08/03/2010

The **Hocking 44 (HOC-44) Bridge** (pictured left) is located on CR33A over the Hocking River in the City of Lancaster. Designed by Burgess & Niple, Inc., Shaw & Holter out of Lancaster, Ohio replaced abutment bearings and patched concrete on this bridge for a current construction cost of \$24,975.00.

2010 Road & Bridge Projects (continued)



GRE-39 BEFORE

The **Greenfield 39 (GRE-39) Bridge** (*pictured left*) is located on Pleasantville Road over a Tributary to Walnut Creek and was designed by the Fairfield County Engineer's Office. The 47' lg. x 10' span x 4.5' arched bridge was replaced with an 88' lg. x 10' span x 7' rise box culvert. Rock River Construction out of Lancaster, Ohio was contracted for \$45,098.00 to install the new box culvert while working with our County Forces as they performed the remaining construction work on this bridge.



GRE-39 AFTER



BASIL-WESTERN/ALLEN ROAD

Cox Paving, Inc. out of Leesburg, Ohio improved 425' of **Basil-Western Road (CR13)** near the intersection of Allen Road (*pictured above*). Construction included a profile realignment to improve sight distance, aggregate berms, ditches, and pavement markings. Total construction costs of this project that was designed by the Fairfield County Engineer's Office was \$101,682.07.



07/29/2010

Designed by the Fairfield County Engineer's Office, the Shelly Company out of Thornville, Ohio resurfaced various roads included in our **ARRA project** (*pictured left*) for a construction cost of \$584,844.85. Funding for this resurfacing project was made possible by the Mid-Ohio Regional Planning Commission (MORPC). MORPC allocated a portion of their stimulus funds from ARRA (the American Recovery and Reinvestment Act of 2009) to local government agencies within their planning area. These funds assisted the City of Pickerington, Violet Township, the Village of Carroll, and our office to resurface portions of Basil-Western Road, Winchester Road, Harmon Road, Wagram Road and West Columbus Street in Pickerington.



ARRA RESURFACING

07/29/2010

2010 Road & Bridge Projects (continued)



2.563 miles of resurfacing, constructing aggregate berms, striping pavement, and replacing guardrail were all part of the **Basil-Western (CR13)** resurfacing project (*pictured left*). This also included an overlap segment along Carroll-Northern Road (CR36). Designed by the Fairfield County Engineer's Office, this project was performed by The Shelly Company of Thornville, Ohio for a construction cost of \$397,417.46. A federal aid grant helped to fund this project on this collector route.

Approximately 3900' of roadway and ditching along **Marcy Road (CR41)** near the intersection of Amanda Northern Road (*pictured right*) was improved with this project. Safety improvements were made to a deep ditch area eliminating 1250' of existing guardrail and eliminating the need for an additional 2000' of warranted guardrail. Drainage and overlay work was also completed. Designed by the Fairfield County Engineer's Office, the Shelly Company completed this project for a construction cost of \$493,914.64. An Ohio Public Works Project Grant helped to fund this project.



2010 Equipment Purchases Total \$173,185

Cold Planer*	\$20,950
Mower Units (2)	\$71,810
Tractors (2)	\$55,495
Loader (lease)	\$24,930

*Insurance replacement



The Fairfield County Engineer's Office has maintenance and repair responsibilities for 340 bridges and over 361 miles of roadway!

2010 Road & Bridge Construction & Maintenance

SELLING SCRAP METAL

Each year the salvaging rights for scrap metal and aluminum from signs are advertised and sold to the highest bidder. In 2010, I.H. Schlezinger of Columbus, Ohio was awarded the contract. \$4,119 was received in 2010 for scrap metal and aluminum. Money made from selling scrap metal and aluminum is placed back into the road and bridge fund.

CULVERT PROJECTS

County forces replaced 9 culverts in 2010 for a total cost of \$84,915.

2010 PAVEMENT MARKING PROGRAM

Aero-Mark was awarded our 2010 Pavement Marking 642 Water Based Contract. 50.322 miles of centerline and 20.476 miles of edge line were painted for a total cost of \$30,695.

Griffin Pavement Striping, Inc. was awarded our 2010 Pavement Marking 644M Thermo Based Contract. 23.352 miles of centerline and 46.704 miles of edge line were painted for a total cost of \$57,166.

2010 RESURFACING

Parts of Lithopolis-Winchester Road, Coonpath Road, Hamburg Road, and Lake Road were resurfaced in 2010. The Shelly Company out of Thornville, Ohio received this contract for a total construction cost of \$942,502.

ICE AND SNOW CONTROL

Approximately \$335,651 was spent on salt, grits, and brine in 2010. Road crews used approximately 2679 tons of grits and 4834 tons of salt in keeping the county road system open. Such treatment is applied at intersections, hills and curves as first priority. Depending on weather conditions and effectiveness, brine is also used on our arterial routes and some collector routes. Over \$90,394 in overtime wages was spent in 2010 on ice and snow removal.

COUNTY FORCES CHIP & SEAL

County Forces seal coated approximately 37.857 miles along the following county roads for an approximate cost of \$477,506.

RD #	RD NAME	BEGIN	END	MILES
9	Wright Road	Franklin County Line	Pickerington Corp. Line	1.014
10	Bowen Road	Franklin County Line		0.415
11	Canal Road	Millersport Road	SR 188	3.864
34	Carroll Southern Rd	Coonpath Road	US 33	1.500
40	Havensport Road	Election House Road	Carroll-Eastern Road	2.338
40	Election House Road	Coonpath Road	Havensport Road	0.204
42	Snyder Church Road	SR 256	SR 204	3.059
44	Election House Road	Carroll-Eastern Road	Pleasantville Road	1.090
51	Duffy Road	Schwilk Road	Lake Road	1.461
51	Schwilk Road	Duffy Road	SR 37	1.030
52	Savage Hill Road	Sugar Grove Road	Horns Mill Road	1.413
53	Westpoint Road	Bauman Hill Road	Bremen Road	2.733
53	Bauman Hill Road	Lake Road	Westpoint Road	0.893
57	Crumley Road	Delmont Road	US 22	2.248
61	Christmas Rock Road	Hamburg Road	SCI	1.715
65	Sugar Grove Road	Fire Tower Road	Hurst Hill Road	1.161
65	Hurst Hill Road	Sugar Grove Road	Hocking County Line	0.416
76	Tschopp Road	Coonpath Road	SR 37	2.626
86	Old Logan Road	Hocking County Line	Blue Valley Road	2.635
86	Old Logan Road	Tarkiln Road	Lancaster Corp. Line	2.958
88	Pleasantview Road	SR 664	Mt. Zwingli Road	0.839
88	Mt. Zwingli Road	Pleasantview Road	Bremen Road	2.245



Our crews can be seen keeping your roads safe in any kind of weather day or night!





Pictured above (from left to right) our Mechanics Department: Chuck Elick, Jim Webb, John Aubery, and Rob Walters (absent from photo Henry Hill, Mechanic Supervisor)



Nearly 700 signs on 64.30 miles of roadway were replaced in 2010. Per the U.S. Department of Transportation Federal Highway Administration guidelines, all traffic signs must be replaced with high retroreflectivity signage. Approximately 8500 signs on 361 miles of county roadway will need replaced with some sign updates required by January 2015 and all upgraded by January 2018. So as not to burden our annual budget, our office has chosen to divide the county into six 60-mile lengths of roadway during the next six years to meet the standards outlined in the OMUTCD. Approximately 900 signs were purchased in 2010 through the State Purchasing Program for a total cost of \$27,416.34. An additional \$12,858.00 was spent in 2010 on signs, numbers, letters, sheeting, sign faces, posts, brackets, paint, road stencils, and chevrons for regular maintenance.



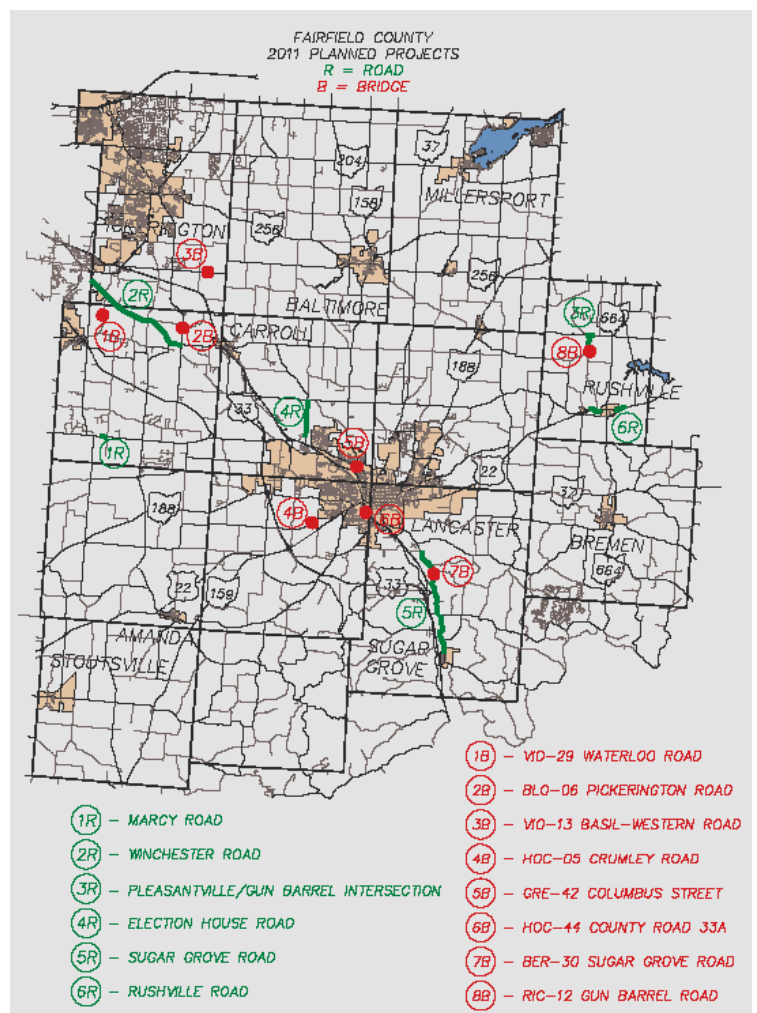
County forces perform a deck rehabilitation on the **HOC-04 Bridge** on Boving Road. (pictured above)

MECHANIC'S DEPARTMENT

Our Mechanic's play a key role in the daily operations of the Fairfield County Engineer's Office. Staffed with four Mechanics and one Mechanic Supervisor, this department is responsible for the maintenance and upkeep of all of our equipment. Our Mechanics maintain over 90 pieces of rolling stock, including 22 trucks for snow plowing (2 of these trucks are also used for salt brine application), 10 mowing tractors equipped with flail and brush hog style mowing units, backhoes, excavators, skidders, and various other pieces of equipment and attachments used on a daily basis.

The primary goal for our Mechanic's is to prevent breakdowns of equipment which could lead to lost productivity for our road crews. Equipment is routinely scheduled for service depending on hour and/or mileage usage. During this time, needed repairs are completed to extend the equipment's longevity.

Our Mechanic's also perform necessary engine repairs, diagnostic evaluations to electrical systems, transmissions, rebuilding of hydraulic pumps, and cylinders. Plus, they make our own hydraulic hoses. Most welding fabrication and repair of all of our equipment is done at our facility. Our crew is responsible for maintaining everything in our fleet from chainsaws and water pumps to semi trucks, trailers, and trackhoes. They also do a great deal of facility maintenance and daily duties as needed to provide a safe working environment.



NOTE: Another Election House Road (CR40) project scheduled for 2011 is the alteration to Election House Road (near the County Airport). This will be done by the Fairfield County Airport Board utilizing an FAA grant.

Staff Directory

Working Together for Tomorrow

Administrative Division

Frank Anderson	County Engineer
Jeff Baird	Chief Deputy Engineer
Eric McCrady	Deputy Engineer
Jeff Camechis	Admin. Assistant
Larry Sheppard	Director of Safety
Todd May	Subdivision Engineer
Nora Getz	Admin. Secretary
Cheryl Downour	Admin. Tech Services
Cheryl Slone	Temp. Fiscal Clerk
Tom Hollett	Traffic & Permit Insp.
Tim Anderson	Rd/Bridge Inspector
Mike Arter	Engineer Tech 1
Dan Snoke	Engineer Tech 1
Jennifer Donley	Engineer Tech 1
Jesse Cavinee	Custodian



County Forces work on GRE-39



County Forces perform road repairs on Mt. Zwingli

Road Crew

Dan Ash	Phil Neff
John Aubery	Bill Putnam
Troy Baldwin	Bill Richards
Tim Bauman	Kevin Rinehart
Corey Bibler	Terry Smith
Leo Brown	Ralph Snyder
Larry Cannon	Roger Tipton
Charles Cochran	Jonathon VanAtta
Tim Ebert	Robert Walters
Chuck Elick	Todd Ward
Dave Frazier	Jim Webb
Wendell Good	John Webb
Gary Harvey	Chris Westfall
Jeffrey Hursey	
Lance Hutchison	
John Kilbarger	
Bob Knotts	
Bob Lanier	
Robert Lape	
Wayne Leach	
Sean Meachem	
Craig Miller	

Maintenance Division

Jay West	Asst. Superintendent
Dave Stalder	Bridge Supervisor
Jason Grubb	Road Supervisor
Chris Nye	Sign Supervisor
Henry Hill	Mechanic Supervisor
Gary Haney	Clerk Specialist

RICK MCGRADY
ROAD DEPARTMENT
RETIRED WITH 24
YEARS OF SERVICE!

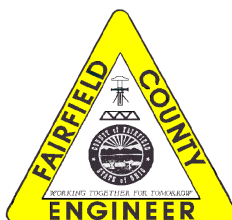
**THANK YOU FOR YOUR MANY YEARS OF
SERVICE RICK, RICK & JERRY!**

JERRY DEEDS
ROAD DEPARTMENT
RETIRED WITH 22
YEARS OF SERVICE!

RICK STILWELL
SUPERINTENDENT
ROAD DEPARTMENT
RETIRED WITH
28 YEARS OF
SERVICE!



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A Publication
of the
Fairfield County Engineer's Office
visit us at www.fceo.org



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