

The Fairfield County Engineer's Office

2011 Annual Report

A Farewell Message from the Fairfield County Engineer Frank W. Anderson, P.E., P.S.



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

This year's Annual Report is not only intended to provide a brief look at the road/bridge work completed in 2011 and the major work planned for 2012, but also to reflect the past 16-1/2 years of major accomplishments this office has achieved.

This report will be my final report as Fairfield County Engineer, for I will retire from government service December 31, 2011.

CREW WORK

Throughout 2011, 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 17 culverts, chip & sealed 34.043 miles of roads, replaced the RIC-12 bridge deck, and assisted in part of the construction work for our BLO-06 bridge. Force account laws limit the amount of in-house work we can perform, but we are still able to save public funds by our joint efforts on these contracted projects.

Another instance of our in-house efforts was the construction of guardrail along Sugar Grove Road between Eckert Road and Hickory Hill Drive. Our crews made this section of Sugar Grove Road safer for the traveling public by adding embankment and rebuilding the guardrail. (*see photo on page 2*)

By utilizing "force account" methods, our county crews readied roads ahead of our annual resurfacing program as well as other future projects. We routinely replace necessary culverts ahead of roads being improved or as determined by our periodic culvert inspection results. To help improve our infrastructure in terms of our 340 bridges, our county crews assisted with construction on our BLO-06 bridge. (*refer to page 3*). On the RIC-12 bridge, our crews replaced the bridge deck with a

new wood deck on this low traveled roadway. (*see photo on page 2*) Wood bridge decking is still a very economical way to rehabilitate some of our bridges with very low traffic.

BRIDGE CONTRACTS

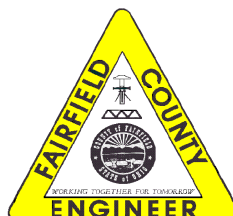
Our bridge replacement projects for 2011 included the GRE-42 bridge on North Columbus Street in the City of Lancaster, the BER-30 bridge on Sugar Grove Road, and the VIO-13 bridge on Basil-Western Road. (*refer to pages 3 & 4*) Thanks to the Fairfield County Engineer's Office's success in obtaining grant funds to leverage our funds, we were able to complete the BER-30 bridge and the VIO-13 bridge using Ohio Public Works Commission (OPWC) grant funding. OPWC funding for the VIO-13 bridge was awarded in 2010 and was paired with our BLO-07 bridge on Pickerington Road which was constructed last year. The BLO-30 bridge replacement was the result of our most recent OPWC grant which covered approximately 60% of the construction contract.

ROAD CONTRACTS

The County Engineer's Office also saw a "limited" amount of contracted road overlay work in 2011 ("limited" only due to funding constraints). Overlaid roadway segments included Election House Road (CR40), Winchester Road (CR23), Carroll-Northern Road (CR36), and Lake Road (CR60). A sealing surface improvement was also completed on a segment of Bremen Road (CR51).

One road project completed in 2011 which did not involve grant funds was our Marcy Road Improvement Project (*refer to page 5*). This was a drainage improvement project which included new storm drainage and tile system work to help improve drainage in this frequent flooding area. Together with our 2010 Marcy Road project at the intersection of Amanda Northern Road, there should be a significant improvement to Marcy Road's drainage and roadway safety concerns in this part of Bloom Township.

Continued on page 2



SAFETY IMPROVEMENTS

Safety improvements were continued in 2011 on our County roads in the northern half of Fairfield County by means of signing upgrades. A multi-year program began in 2010 to upgrade road signs along county roads in order to comply with federal sign reflectivity requirements. By upgrading these signs over several years, we are better able to manage the time and costs of these changes. These new federal signing reflectivity standards are explained in more detail on page 6 of this report. We also have a 2012 pavement markings grant to help improve road driving with improved road centerline and edge line restriping.

The Engineer's Office benefitted in 2011 by two projects which were actually initiated by other agencies. Richland Township Trustees acquired an OPWC grant to improve the intersection of Pleasantville Road (CR17) and Gun Barrel Road (TR413). Our office worked jointly with Richland Township to improve the sight distance and safety of this intersection. (*refer to page 3*) The Fairfield County Airport Authority also had a grant project which covered construction costs toward the relocation of Election House Road (CR40), which is expected to benefit air traffic safety at the County Airport and Election House Road area. Fairfield County's Regional Planning Commission coordinated the development of this project and oversaw a connection for an industrial project which extended Victor Road (TR1662) to the north in order to meet the relocated Election House Road (CR40). Their efforts, as well as some help by the County Transportation Improvement District, will help to achieve some of the road network suggested by the County Thoroughfare Plan. These two linked projects should have future benefits to both growth and traffic flow in this area of the County. The Election House Road relocation project was funded in part by a Federal Aviation Authority grant.

GRANT FUNDING EFFORTS

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 2011 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 lack of growth in motor vehicle fund revenue. There must be a better way to fund local government road and bridge work rather than relying mainly on the gas tax revenue. The costs of construction and ailing economy have made for a real challenge to keep the infrastructure at any acceptable and safe level for our citizens.

I am aware of at least one Ohio county very similar in road mileage and bridge responsibilities as ours that was forced to do no roadway overlays in 2010 due to recent funding shortages. Our ½-mill levy has at least kept Fairfield County able to continue some paving work each year, but far, far less than what is needed to keep the infrastructure level of quality at what it has been in the past. I thank our voters for the overwhelming support of our levy!

FUTURE BRIDGE PROJECTS

Grant assistance has already been obtained for three bridge replacement projects scheduled for 2012. The HOC-05 Crumley Road bridge replacement is located just west of US 22 and will include an improved alignment of this load-restricted bridge. The LIB-46 bridge on Poplar Creek Road north of

Stemen Road will also eliminate a load reduced structure. The VIO-29 Waterloo Road bridge replacement is being supported by Violet Township funding and is considered vital to Violet Township due to the frequent flooding concerns on this road located just south of Hill Road.

THE FUTURE AND BEYOND

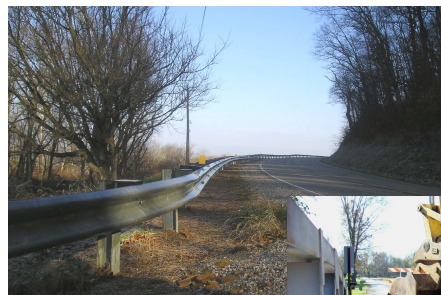
The big "buzz words" of 2011 seemed to be "collaboration" and "innovation," which I believe has always been embodied by the employees of the Fairfield County Engineer's Office throughout my 16-1/2 years of service as the Fairfield County Engineer. With funding shortages across the nation, the federal transportation theme is to find a mindset of innovation of government stakeholders in order to find a better and more economical way to make available funding work. This same theme has been found in Ohio where the State budget has actually allowed for possible future grants to be given to local government agencies simply for finding better ways to "collaborate" to achieve cost savings. At the County level, Ms. Carri Brown, Deputy Director of Fairfield County Job & Family Services, has been chairing a very dedicated and aggressive partnering effort to facilitate this "collaboration" effort on behalf of Fairfield County.

The year 2011, although quite successful in terms of grants being utilized, does not even come close to the success we had just six years ago. I believe the year 2005 was a turning point in both grant funding and our revenue as a whole. We still have the ability to maximize our productivity through better efficiency of operations and continued efforts to obtain future grants. By cutting expenses and searching for the more economical products and/or methods, we have saved toward our project needs. However, as I have noted, there clearly needs to be some corrections on the federal level as to funding for local government, or the nation's infrastructure will continue to decline.

So as always, I expect hard work, good planning and "collaborative" efforts by the next administration to allow continued future success in maintaining our road and bridge infrastructures as we are all "*working together for tomorrow*" in this goal. I wish to thank all of the citizens of Fairfield County for this opportunity to serve you as the Fairfield County Engineer from 1995 through 2011.

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

Frank W. Anderson, P.E., P.S.
Fairfield County Engineer



SUGAR GROVE ROAD
GUARDRAIL
IMPROVEMENTS (left)



RIC-12 BRIDGE DECK
REPLACEMENT (right)

2011 Road & Bridge Projects



GRE-42 BEFORE



GRE-42 AFTER

North Columbus Street in the City of Lancaster is the site for our **Greenfield 42 (GRE-42) Bridge** replacement project (*pictured left*). Designed by Lockwood, Lanier, Mathias & Noland, Inc., this box culvert bridge was replaced by Rock River Construction out of Lancaster, Ohio for a construction cost of \$210,005.58.



BLO-06 BEFORE



BLO-06 AFTER

08/08/2011

County forces worked in conjunction with U.S. Bridge from Cambridge, Ohio to rehabilitate our **Bloom 06 (BLO-06) Bridge** (*pictured right*) located on Pickerington Road. Construction consisted of rehabilitating the existing beam seats and installing a new bridge deck while utilizing the existing abutments. This bridge rehabilitation was completed for a construction cost of \$100,855.61.



PLEASANTVILLE/GUN BARREL BEFORE

04/05/2011



PLEASANTVILLE/GUN BARREL AFTER

10/21/2011

The Fairfield County Engineer's Office teamed up with the Richland Township Trustees to improve the sight distance at the intersection of Pleasantville Road (CR17) and Gun Barrel Road (TR413) (*pictured above*). Designed by the Fairfield County Engineer's Office, The Shelly Company out of Thornville, Ohio improved this intersection for a construction cost of \$239,697.51. The Richland Township Trustees obtained an OPWC grant to help fund this project.

2011 Road & Bridge Projects (continued)



BER-30 BEFORE



BER-30 AFTER



BER-30 CONSTRUCTION

Because of the extreme abutment deterioration, the **Berne 30 (BER-30) Bridge** (pictured left) located on Sugar Grove Road required a full bridge replacement. This steel beam bridge was replaced with concrete box beams. Designed by the Fairfield County Engineer's Office, Eagle Bridge Company from Sidney, Ohio replaced this bridge for a current construction cost of \$427,178.13. An Ohio Public Works Project Grant helped to fund this project.

Basil-Western Road is the site for our **Violet 13 (VIO-13) Bridge** replacement project (pictured right). The simple steel beam bridge was replaced with a box culvert. This bridge was designed by the Fairfield County Engineer's Office and replaced by Maiden & Jenkins Construction out of Nelsonville, Ohio for a construction cost of \$164,974.85. An Ohio Public Works Project Grant helped to fund this project.



VIO-13 BEFORE



VIO-13 AFTER

2011 Equipment Purchases Total: \$243,115

Hydraulic System & Spreader	\$14,308
2 Snow Plows & 1 Frame	\$19,999
2012 Pick-up Truck	\$24,109
International Truck	\$95,731
2-Way Radios	\$17,400
Repair Crane	\$18,755
Loader (lease)	\$24,930
Tractor (replacement)	\$11,063
Tractor & Flail Mower	\$16,820

2011 Road & Bridge Projects (continued)



HOC-44 CONSTRUCTION

The **Hocking 44 (HOC-44) Bridge** (pictured left) is located on CR33A over the Hocking River in the City of Lancaster. Burgess & Niple, Inc. designed this project to replace abutment bearings, patch concrete, and add expansion seal to this bridge. Shaw & Holter, Inc. out of Lancaster, Ohio completed phase two of this project for a construction cost of \$221,933.56. Phase one of this project was completed in 2010.

Drainage improvements were made to Marcy Road (CR41) (pictured right) just west of Sitterley Road (TR195) to alleviate frequent flooding in this area. Designed by the Fairfield County Engineer's Office, Cox Paving, Inc. out of Leesburg, Ohio widened the shoulder, replaced tile, regraded ditches, and replaced a culvert in this area for a total construction cost of \$141,460.72.



MARCY ROAD BEFORE

2011 PAVEMENT MARKING PROGRAM

Mar-King Construction was awarded our 2011 Pavement Marking 642 Water Based Contract. 57.158 miles of centerline and 10.724 miles of edge line were painted in 2011 with a water based paint.

Griffin Pavement Striping, Inc. was awarded our 2011 Pavement Marking 644M Thermo Based Contract. 28.652 miles of centerline and 53.630 miles of edge line were painted with a thermo based paint.



MARCY ROAD CONSTRUCTION

SELLING SCRAP METAL

Each year the salvaging rights for scrap metal and aluminum from signs are advertised and sold to the highest bidder. In 2011, I.H. Schlezinger of Columbus, Ohio was awarded the contract. \$7,762.80 was received in 2011 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 17 culverts in 2011 for a total cost of \$86,739.72.

ICE AND SNOW CONTROL

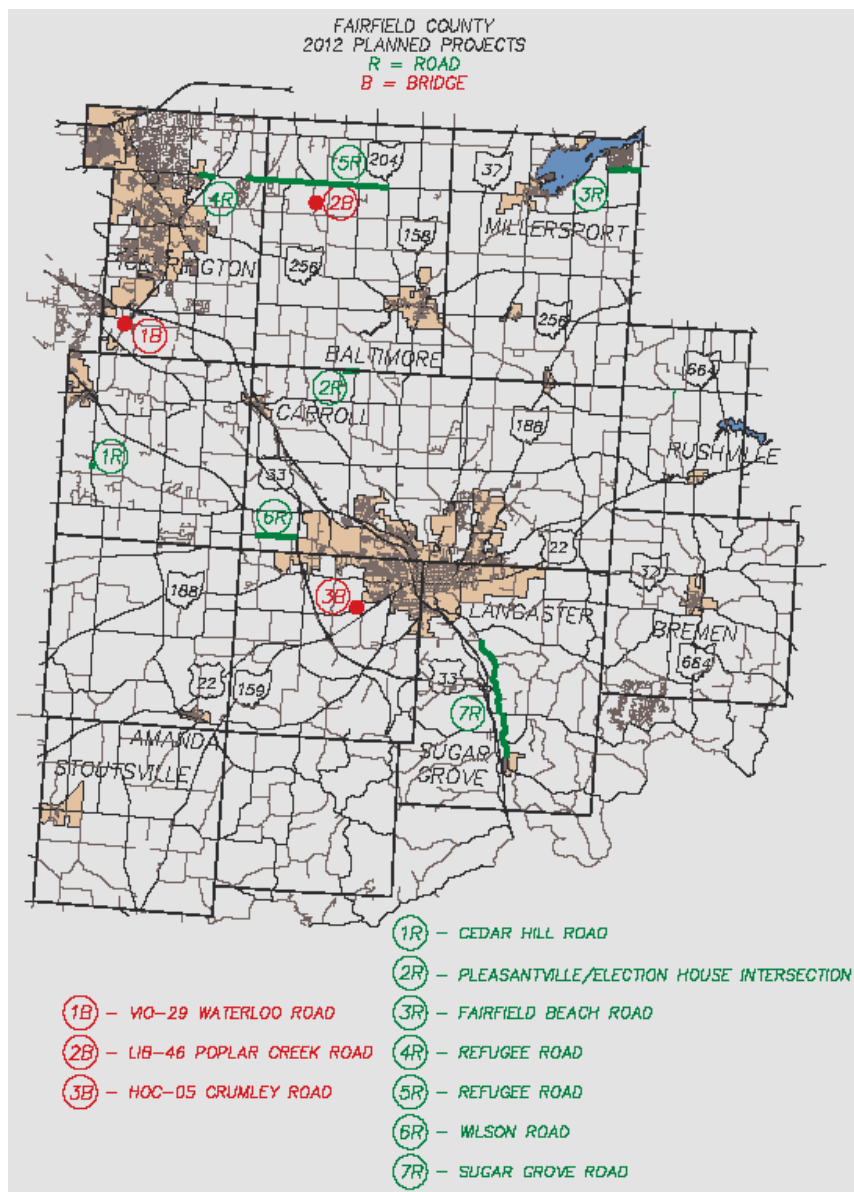
Approximately \$320,803 was spent on salt, grits, and brine in 2011. Road crews purchased approximately 2030 tons of grits and 4834 tons of salt to keep the county road system open. Such treatment is applied at intersections, hills and curves as first priority. Depending on weather conditions and effectiveness, brine is also used on our arterial routes and some collector routes. Over \$19,000 in overtime wages was spent in 2011 on ice and snow removal.

SIGNS

In 2011, the Fairfield County Engineer's Office replaced more than 1000 signs on 62.89 miles of roadway in our efforts to comply with Federal mandates regarding reflectivity. To date, this office has addressed a little more than 127 miles of our 362 miles of jurisdiction.

DAMAGED PROPERTY

Every year the County must repair or replace guardrail and signs damaged due to auto accidents. In 2011, the County was reimbursed \$6,692 for county property damaged during accidents.

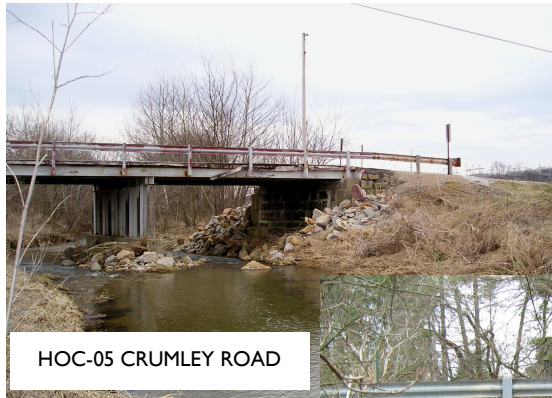


2011 RESURFACING

Parts of Winchester Road, Carroll-Northern Road, Election House Road, Lake Road, and Bremen Road were resurfaced in 2011. Kokosing Construction Company, Inc. out of Westerville, Ohio received this contract for a total construction cost of \$905,599.84.

2011 WEED CONTROL PROGRAM

Early summer spraying for weed control around 205,000 feet of guardrail, bridge approach rails on 322 bridges (including bridges on county and township roads), approximately 5455 sign posts, and other mowing obstacles on the 362 miles of roadway within the county road system was contracted by Tru-Quality Services, LLC of Hillsboro, Ohio for a total project cost of \$29,675. The spraying program was complemented by four rounds of mowing and ditch cleaning on 2800 miles of roadway during the summer months. Roadside ditch cleaning extends pavement life and also helps minimize pothole formation.



HOC-05 CRUMLEY ROAD



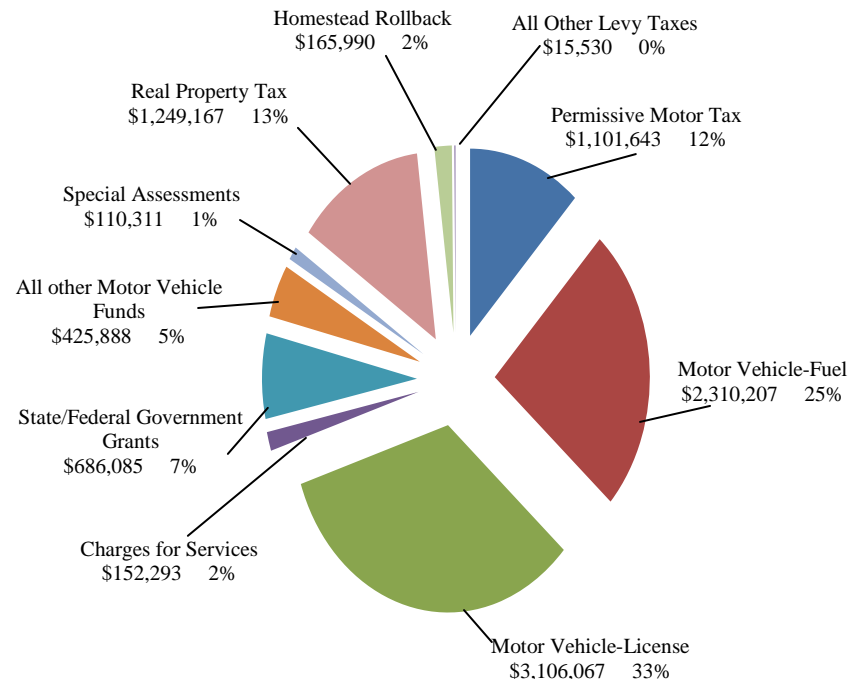
LIB-46 POPLAR CREEK ROAD



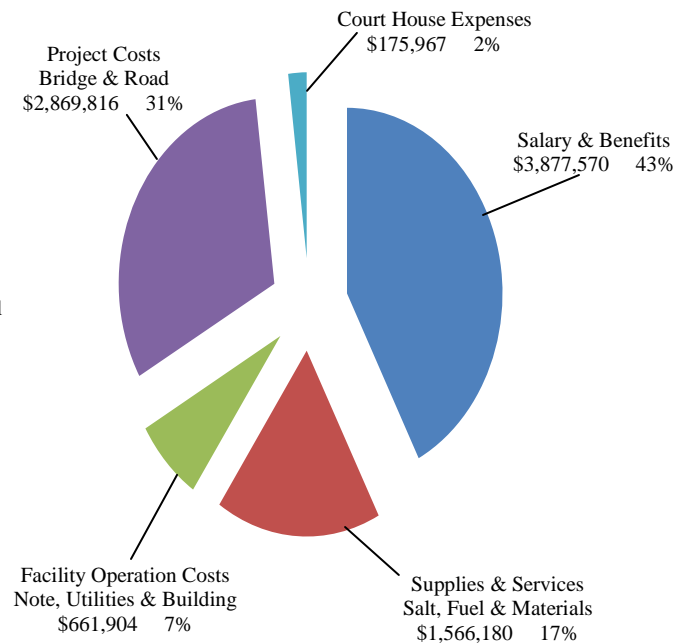
VIO-29 WATERLOO ROAD

BRIDGE REPLACEMENT PROJECTS SCHEDULED FOR 2012! (pictured above)

**MOTOR VEHICLE & LEVY FUNDS
2011 REVENUE SOURCE \$8,637,096
TOTAL REVENUE W/GRANTS \$9,323,181**



**MOTOR VEHICLE & LEVY FUNDS
2011 OPERATION EXPENSES \$9,151,437**



COUNTY FORCES CHIP & SEAL

County Forces seal coated approximately 34.043 miles along the following county roads for an approximate cost of \$500,335.85

RD #	RD NAME	BEGIN	END	MILES
17	Pleasantville Road	Lake Road	Perry County Line	5.795
19	Richland Road	SR 188	Coonpath Road	5.739
33	Old Rushville Road	SR 664	County Line Road	1.936
62	Lake Road	SR 188	Buckeye Lake	5.377
66	West Rushville Road	SR 22	West Rushville Corp	0.047
70	Jerusalem Road	Marietta Road	SR 37	2.690
72	County Line Road	SR 37	Perry County Line	1.987
74	Thornville Road	US 22	Drums Bottom Road	3.548
74	Drum Bottom Road	Thornville Road	Miller Road	0.725
74	Miller Road	Drums Bottom Road	SR 256	1.014
80	Cattail Road	Pleasantville Road	SR 256	2.062
82	New Salem Road	SR 188	SR 204	3.123



County Forces Chip & Seal (above)



County Forces installed over 981 tons of asphalt (pictured above) as part of our grinding and skin patching. Grinding is done in preparation for an overlay project such as Winchester Road. Skin patching is done in preparation of chip & seal operations.

WORKING IN THE ROAD RIGHT-OF-WAY?

In need of a mailbox on a county road? In need of a driveway on a county road? Need to work anywhere in the road right-of-way along a county road? If you answered "YES" to any of these questions, did you know you also need a permit issued from the Fairfield County Engineer's Office?

The Fairfield County Engineer's Office processed 291 permit applications in 2011 with 175 being utility/service providers and 116 being landowners! As safety is our main concern, permits are issued for any individual or utility company that must work in the road right-of-way. Stop by our office or visit our website at www.fceo.org to obtain a FREE permit application. Once this application is received by our office, our Traffic & Permit Inspector will view the location requested and issue a permit stating guidelines that must be met in order to meet the safety of all individuals traveling our roadways! Don't forget to call OUPS at 1-800-362-2764 two working days before you dig anywhere. It's the law!



As safety to the traveling public is top priority in this office, our Road Crew (*pictured above*) plays a crucial role in achieving this goal. Our Road Department consists of 31 Road Workers, 4 Mechanics, a Clerk Specialist, 4 Supervisors, an Assistant Superintendent, and a Superintendent.

The Fairfield County Engineer's Office maintains over 361 miles of roadway with a 6-year plan rotation. This rotation is a complete plan that allows for all of the roads in each section of the county to be maintained over a 6-year rotation cycle. This 6-year plan includes cutting back and trimming trees, replacing culverts, regrading or repairing ditches, repairing the berm, and sealing the road surface.

In addition to our work completed within our 6-year plan, our Road Crew is also responsible for maintenance repairs on some of our county bridges, mowing over 2800 miles of all county road right-of-way, insuring that over 8500 signs are always in place on the roadway, and keeping the county roadways safe from severe weather such as ice, snow, high water, falling debris, etc.

Our Road Crew does an excellent job in keeping your roads safe for the traveling public in any kind of weather day or night!



Frank with County Commissioners Mike Kiger, Judy Shupe, and Steve Davis

**THE STAFF AT THE FAIRFIELD
COUNTY ENGINEER'S OFFICE
WOULD LIKE TO WISH
FRANK W. ANDERSON, P.E., P.S.
A HAPPY RETIREMENT &
THANK HIM FOR HIS MANY
YEARS OF DEDICATION AS
OUR FAIRFIELD COUNTY
ENGINEER!**



Frank with his staff at the ground breaking ceremony for our new Fairfield County Engineer's Office



Frank and Fiscal Officer Paul Stolte with the newly installed fuel pumps located on site at the Engineer's Office



Frank receiving the OSPE/CECO QBS Award from the Ohio Society of Professional Engineers

FRANK W. ANDERSON, P.E., P.S.
REFLECTS ON HIS 16-1/2 YEARS OF SERVICE
AS YOUR FAIRFIELD COUNTY ENGINEER (1995-2011)

Efforts of all FCEO employees have resulted in many beneficial road, bridge, and culvert projects completed since 1995. It's a challenge to single out just one or two improvements to the County infrastructure. As I reflect on my past 16-1/2 years of service as the Fairfield County Engineer, the following come to mind:

One road and bridge project that stands out as a very important project toward our County's history and preservation efforts is the Rock Mill covered bridge. Federal enhancement funds were utilized to renovate this historic covered bridge. We also relocated the road, and constructed a new bridge (BLO -39) in order to help preserve this historic bridge for posterity. (see photos on page 11) "Congratulations" to our Fairfield County Historic Parks on acquiring a levy in 2011 to help maintain this and many other park areas in the future!

As safety to the traveling public is our top priority in this office, many safety improvements have taken place over my time of service.

(1) We completed studies to identify our high accident locations for possible corrections. Many roadway safety improvements have been completed—especially at intersections with poor sight distance issues.

(2) Policies were written and updated to ensure safety of the traveling public and our personnel. Such policies include, but are not limited to, a road hazard policy, a paved road striping policy, and a work zone policy.

(3) We made improvements on bridge and road inspections by seeking training and the required staffing. We also added annual snow and ice control training prior to winter weather conditions to improve our service.

(4) We began the first brining program for our more heavily traveled roadways to help mitigate our snow and ice control efforts and make our roadways safer for winter travel.

(5) We applied and received numerous grants to help provide safer guardrail end treatments on various County and Township Roads.

(6) We took initiative ahead of required deadlines to improve our signing reflectivity ahead of federal requirements. This program is being spearheaded by our Safety Director, Larry Sheppard, who has done an exceptional job of this and training our employees to make a safer work force and a safer road system.

There were many other memorable milestones that took place throughout my years of service. In 1996, a logo was designed for the Fairfield County Engineer's Office with decals being displayed on our vehicles and letterhead, etc. Technician Mike Arter won the employee contest to determine the design that would include our motto "*Working Together for Tomorrow*," which I feel best describes the efforts of this Office.

Improved technology allowed us to create our own website (www.fceo.org) in order to communicate with the public in a more efficient manner. Improved technology also allowed us the ability to hire personnel for in-house computer drafting for

many of our projects, thus alleviating the high cost of outsourcing.

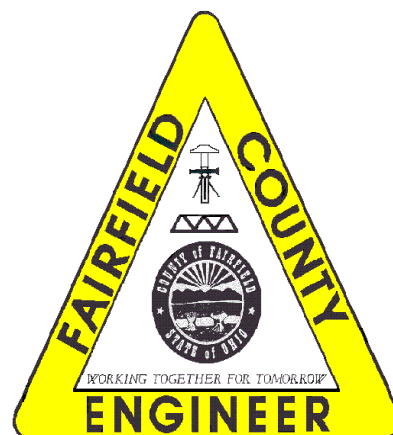
We utilized our employees to do crack sealing and full-depth repairs ahead of resurfacing projects in order to prolong pavement life. A new crack sealer was purchased in 2001 to increase efficiency with this process. Thanks to our Road Crew for a thorough effort!

In 2003, a new Engineering facility was built. Engineering employees were consolidated into one location instead of the five separate locations where we were previously located. This consolidation has helped to improve upon our public service.

Fueling stations were added at our facility in 2005. This enabled our office to save on fuel expenses for our gasoline, diesel, and off-road vehicle needs.

To assure quality operations for our office, a very intensive Employee Handbook/Policy Book was established in 2011. My Administrative Assistant, Jeff Camechis, has spearheaded this effort. He has certainly been an asset to the citizens of Fairfield County in his many years of service with this office. He has served in a variety of capacities and has worked relentlessly in this endeavor.

Over the past 16-1/2 years, I have worked with staff who were very dedicated to their jobs, thus making my years of service to the County a much easier proposition. Working with other officials throughout the County to help improve our County's infrastructure has been very rewarding. Although public service can be very challenging, it's the support I have received and the ability to see first-hand our completed work which has made it very worthwhile. I am truly thankful for all the efforts of all the employees with whom I have been blessed to work with!



Logo designed by Mike Arter



MAILBOX REGULATIONS

Follow these guidelines for installing a mailbox along a county road.

- Obtain a FREE permit from our office
- All mailbox units, attachments, supports, and installations thereof are to be in strict compliance with U.S. Postal and County Regulations
- All supports for rural mailboxes shall be of the breakaway type. Examples of satisfactory mailbox supports are a 4"x4" timber post, a 4-1/2" round timber post, or a 2" inner dia. standard strength steel pipe (2-3/8" outer dia.)
- Mailbox posts shall not be set in concrete
- The leading edge of the mailbox itself shall be 2-1/2' min. from the edge of pavement
- There shall be no planting (other than grass) around the mailbox
- Maintenance responsibilities for the installation are forever the responsibility of the property owner
- Property owners must call OUPS at 1-800-362-2764 before digging.

CERTIFIED ROAD MILEAGE BY TOWNSHIP		
TOWNSHIP	APPROX. COUNTY ROADS	APPROX. TOWNSHIP ROADS
Amanda	26.63	24.53
Berne	39.63	53.17
Bloom	40.79	54.08
Clearcreek	23.45	36.20
Greenfield	30.70	36.73
Hocking	24.74	31.07
Liberty	33.62	55.45
Madison	30.01	21.33
Pleasant	25.01	52.17
Richland	17.22	19.05
Rushcreek	21.23	39.25
Violet	22.98	104.45
Walnut	26.01	58.22
TOTAL	362.02	585.70



BRIDGE RESPONSIBILITIES

The Fairfield County Engineer has maintenance and repair responsibilities for 340 bridges. Some county line bridges partially in Franklin County and Pickaway County have shared maintenance responsibilities with Fairfield County. Under the direction of Jeff Baird, Fairfield County Chief Deputy Engineer, required annual bridge inspections were performed in 2011. Dave Stalder, Fairfield County Bridge Maintenance Supervisor; Tim Anderson, Road & Bridge Inspector; and Engineer Techs Jennifer Donley and Dan Snoke all assisted with these.

Pictured above is our BLO-39 bridge (*top picture*) and our historic Rock Mill covered bridge (*bottom picture*) which are referenced on page 10 of this report.

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 clean ditches on 33A



County Forces repair culvert

Road Crew

Dan Ash	Phil Neff
John Aubery	Robert Notestone
Troy Baldwin	Tracy Oehrtman
James Ballenger	Bill Richards
Chad Berry	Kevin Rinehart
Corey Bibler	Terry Smith
Leo Brown	Ralph Snyder
Charles Cochran	Roger Tipton
Tim Ebert	Jonathon VanAtta
Chuck Elick	Robert Walters
Dave Frazier	Todd Ward
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

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

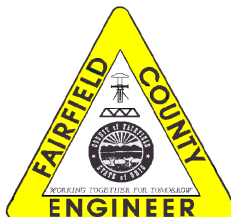
FRANK W. ANDERSON
FAIRFIELD COUNTY
ENGINEER
RETIRED WITH OVER 33
YEARS OF SERVICE!

**THANK YOU FOR YOUR MANY
YEARS OF SERVICE
FRANK & JIM!**

JIM WEBB
MECHANIC
RETIRED WITH 30
YEARS OF SERVICE!!



2011 Annual Report
A Publication
of the
Fairfield County Engineer's Office
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