



2003 Annual Report

The Fairfield County Engineer's Office

April 2004

Working Together for Tomorrow

A Message From the Fairfield County Engineer

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



Frank W. Anderson

The Annual Report for the year 2003 should demonstrate very well that maintaining 352 miles of roadway and 327 bridges can be a costly operation. We have been fortunate to again include Federal Aid projects and state public works grants to help stretch our County Motor Vehicle funds and Levy funds for other much-needed road and bridge projects

In 2003, the Carroll-Northern Road NW widening and paving project was possible through a grant from the Ohio Public Works Commission. The Pickerington Road NW and Millersport Road NE overlay projects noted in this report were both the result of Federal-Aid grants involving the County Surface Transportation Program (CSTP), often referred to by ODOT as "3-R" projects. These are resurfacing restoration and rehabilitation projects and require only a 20% local funding share.

The Wheeling Road NE improvement project included profile corrections to improve sight distance and although completed mainly in 2002, also included funding through the Ohio Public Works Commission.

The most costly but the most important project in terms of traffic impact was the replacement of the Tussing Road bridge (VIO-42),

the most heavily traveled bridge in this County under the maintenance and replacement responsibility of the County Engineer.

The annual inspection in 2002 revealed that the Tussing Road bridge had begun sinking at the center pier to such an extent that closure and total replacement became necessary.

Time for planning was limited due to the pier settlement. The Fairfield County Engineer's Office was able to design this structure in-house, thereby eliminating the consultant hiring process and expediting the bridge replacement. Early grant funding from Ohio Public Works Commission and a separate demolition contract with Dennison Bridge Company also helped expedite the project. Weather problems and unexpected piling requirements still made the project a challenge to restore this important corridor in the northwest portion of our County.

The new structure is wider and provides for pedestrian traffic in this developing area. The project required coordination with the cities of Pickerington and Columbus, the Ohio Public Works Commission ODOT and the Franklin County Engineer's Office.

Other projects involve annual and even daily planning to assure the best operations of our maintenance forces and to maximize our funds and grants. Motor vehicle funds in 2003 were below projections as revenue depends on fuel

(continued on page 8)



A Road Worker maneuvers by barrels at the Annual Rodeo. Skill drills prepare crews for winter road conditions.

PICTURE THIS

Bob Knotts and Tim Ebert Patching Potholes



Aerial photo of the new facility by Dave Stalder See page 2 for story

2003 ANNUAL REPORT

NEW FACILITY FOR ENGINEER

In September, the administrative staff and maintenance workers moved into a combined facility at 3026 West Fair Avenue.



Four facility buildings (administrative/maintenance, heated storage, cold storage and salt storage shed) are located on 13.99 acres on a section of the land purchased by the Fairfield County Commissioners known as the Liberty Center.

Housing all personnel at the same location created a much more efficient and economic operation. Additional advantages of the facility include plenty of room for stockpiling of materials, indoor parking for County vehicles and ample visitor parking.

The facility is being financed by a 20 year bond with the Engineer's portion being paid out of the Motor Vehicle Funds.

Salt Shed



West View of Administrative /Maintenance Building



Focus on Driving to Prevent Accidents

Motorists today may be seen eating, talking on cell phones, fiddling with sound systems, putting on make-up or even reading while traveling down a highway. Crashes that are the result of inattentive behavior are predictable and preventable.

At 55 miles per hour a vehicle travels the length of a football field in 3.7 seconds, less time than it takes to change the radio station or put in a CD. These few seconds of inattention can be the difference between life or death. Focus on driving so that you have the ability to react effectively.

2003 Staff Changes

New Employees:

Chad Berry	1/3
Gary L. Harvey	1/3
Robert W. Knotts	1/3
Tim Bauman	8/4
Roger Leach	8/4
William Putnam	8/4
William Richards	8/4
Tom Smith	8/4
Chris Westfall	8/4
(road workers)	

Cheryl Slone	7/14
(receptionist)	
Joe Abel	9/15
(custodian)	
Paula Wilson	10/6
(fiscal officer)	

Retirees:

James Vickroy	1/31
Wm. Vickroy, Jr.	10/31

(Six employees left the County Engineer's staff in 2003.)

2003 Equipment Purchases

Total \$351,003

(2) Single Axle Dump Trucks	\$ 93,582
Tandem Axle Dump Truck	\$ 56,655
Bob Cat	\$ 30,746
Fork Lift	\$ 11,400
(2) SUVs	\$ 52,048
(2)Welders	\$ 3,194
Plasma Cutter	\$ 2,370
Ground Pounder	\$ 2,625
11' Snow Plow	\$ 5,579
(2) Spreaders	\$ 6,836
Blueprint Scanner	\$ 9,500
(3) Photocopiers	\$ 24,164
(3) Lazerjet Printers	\$ 4,260
(13) Computers	\$ 17,210
Samsung Fax Machine	\$ 1,139
Scanner/Plotter	\$ 9,500
Survey Equipment	\$ 20,195

Road Construction and Maintenance

GUARDRAIL

The Fairfield County Engineer received \$217,866 for federally funded guardrail repair and improvement. The grant was administered through the Ohio Department of Transportation and bid at the county level by the local let process.

M.P. Dory Company, Inc., of Columbus, Ohio, installed new guardrail on bridge approaches of 19 bridges located on Township Roads in the Following Townships: Amanda, Berne, Clearcreek, Liberty, Madison, Rushcreek, Violet and Walnut.

WEED CONTROL

Early summer spraying for weed control around guardrail, bridge approach rails, (including bridges on county and township roads) sign posts and other mowing obstacles on the 352 miles of roadway within the county road system was contracted by Interstate Road Management, a division of DeAngelo Brothers, Inc., in Hazelton, Pennsylvania for a bid of \$16,552.17. This cost included \$8,682.07 for regular spraying and \$7,780.10 for additional spot treatment for noxious weeds and Johnson Grass.

The spraying program was complemented by four rounds of mowing and ditch cleaning on 706 lane-miles of roadway during the summer months. Roadside ditch cleaning extends pavement life and also helps minimize pothole formation.

TRAFFIC CONTROL MATERIALS

Signs, numbers, letters, sheeting, sign faces, posts, brackets, paint, road stencils and chevrons were purchased for \$35,255.00.

ICE AND SNOW CONTROL

In the calendar year of 2003, road crews used 7,640 tons of grits and 4,602 tons of salt in keeping the county road system open. Such treatment is applied at intersections, hills and curves as first priority. Tandem trucks with larger beds are used on roads the greatest distance from the county maintenance facilities to reduce the return trips to reload.

CRACK-SEALING

County Forces completed approximately 30 miles of crack sealing with the crack sealing machine purchased in 2001. Estimated costs include \$11,000 for material, \$52,000 for labor and \$7,000 for fuel.

PAVEMENT MARKING

In 2003, The Fairfield County Engineer received Federal grant money administered through ODOT for pavement marking. Interstate Road Management was awarded this contract.

Waterborne paint was used to retrace 279 miles of centerlines and for 50 miles of T-marking.

Polyester paint covered 268 miles of re-established centerlines and 328 miles of retrace edge lines. The contract included painting 904 feet of channelizing line and 1,068 feet of transverse line. A total of 25,000 feet of pavement markings were removed.

Total cost of the pavement marking work was \$227,780.00.

SPOT PAVING

The Shelly Company was contracted to do spot paving on a total of 10.5 miles on these 5 County Roads at a cost of \$63,906.50

Road Name	Road Number	Location
Fosnaugh School Rd	4	Stoutsville North Corp. Line to US 22
Justus Rd	8	Oakland-Stoutsville Rd to Wyandotte Rd
Wyandotte Rd	8	Justice Rd to Sixteenth Rd
Bowers Rd	14	SR 159 to Amanda Southern Rd
Amanda Southern Rd	14	Bowers Rd to Amanda South Corp. Line

2003 Bridge Projects

County Engineer Forces performed site preparation and finishing work for each of these bridge projects.

Richland 09 on Snake Run Road NE is over a tributary of Rush Creek. Bridge RIC-09 was replaced with a prestressed box beam bridge with a 61' span and reinforced concrete abutments. Structure work was done by Shaw and Holter of Lancaster at a cost of \$208,122.



Amanda 09, a single span truss bridge on Amanda Northern Road SW over Clear Creek, was replaced by a 3-span box beam bridge with 2 piers. This project also included .26 miles of roadway realignment and was funded and administered by ODOT at a cost of \$623,795. The actual bridge was constructed by D.G.M. Inc. of Beaver, Ohio, and was designed for the Fairfield County Engineer's Office by Columbus Engineering Consultants, Inc. of Columbus.

Walnut 46 on Bateson Drive NE is over a private canal running into Buckeye Lake. The new bridge is a 30' galvanized steel beam bridge that was contracted by the Ohio Bridge Corporation of Cambridge, Ohio. The cost of Bridge WAL-46 (including guardrail) was \$121,283. The asphalt paving was done by D & B Paving of Lancaster at an additional cost of \$5,370



2003 Bridge Projects



Violet 42 on Tussing Road NW spans over Blacklick Creek and has approximately 17,000 vehicles go across it each day. In July of 2002, bridge

inspectors noted that the center pier on this bridge (pictured upper left) was sinking excessively and unevenly. Bridge VIO-42 was monitored bi-weekly and continued to sink. The old bridge was permanently closed on January 27, 2003.

Using grant money from the Ohio Public Works Commission to help defer the cost of \$757,203, Complete General Construction Company from Columbus replaced the deficient structure with a 3 span composite box beam bridge with a concrete deck, sidewalks and parapet railings. The old VIO-42 bridge was demolished by Dennison Bridge Company of Dennison, Ohio for a cost of \$46,400.



BRIDGE RESPONSIBILITY

The Fairfield County Engineer has maintenance and repair responsibility for 327 bridges. Some bridges in Franklin County, Pickaway County, the City of Lancaster, and bridges on state routes in municipalities have shared maintenance responsibility with Fairfield County.

Jeff Baird, Fairfield County Chief Deputy, did the required annual bridge inspections in 2003. Dave Stalder, Fairfield County Bridge Maintenance Supervisor assisted with these inspections under the supervision of Jeff Baird. Weight restrictions were changed on 8 bridges.

Formal load rating evaluations were performed by the firms CT Consultants and Burgess & Niple, Inc. on the following five Bridges: RUS-02, WAL-47, WAL-39, LIB 19 and GRE-32.



VIO-42 Construction

CULVERT REPLACEMENT

A structure that has less than a 10' span is a culvert for purposes of ODOT's classification system. In 2003, twenty-five culverts ranging in size from twelve to seventy-two inches in diameter were replaced by County Forces, and five culvert extensions were constructed. Pavement replacement following the installations required 124.23 tons of hot mix asphaltic concrete.

The County Engineer maintains a current log of the 2,700 culverts crossing under Fairfield County Roads.

2003 Road Projects

Carroll Northern Rd (CR 36) was widened and resurfaced from the Carroll north Corporation Limit to Basil Western south intersection. Ditches were rebuilt in some areas. Work was done by Kokosing Construction Company, Inc., at a cost of \$450,794. This was part two of a Public Works Commission funding-assisted project.



Pickerington Rd (CR 20) was overlaid from U.S. 33 to Pickerington south Corporation Limit, a distance of 2.58 miles. Work was done by Kokosing Construction Company, Inc., at a cost of \$276,000. Federal Funding paid for 80% of this project with 20% of the funds coming from the County.

Millersport Rd (CR 58) was overlaid from Millersport north Corporation Limit to State Route 79. Once again, Kokosing Construction Company Inc., was contracted for the project. A Federal Grant paid \$127,804, and motor vehicle funds paid \$25,560 for this work.



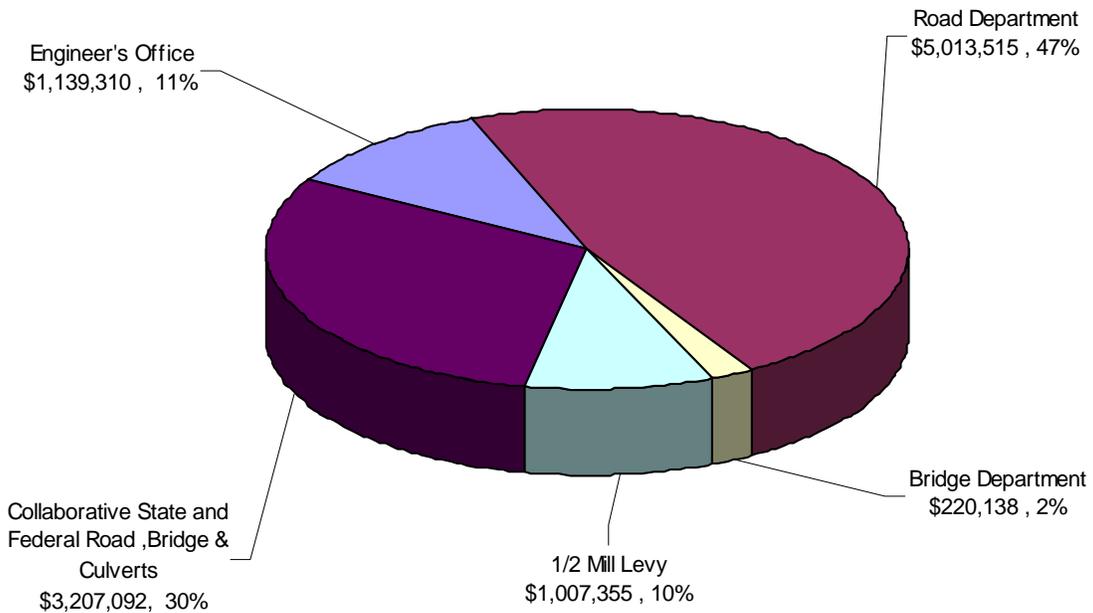
Wheeling Rd (CR 35) was a major project partially funded by the Ohio Public Work Commission. This project included three road profile cuts and a bridge replacement. Wheeling Road was overlaid from the Lancaster east Corporation Limit to Lake Road. Road construction was done by the Shelly Company of Thornville, and the bridge was constructed by J & J Schlaegel, Inc. of Urbana, Ohio. Total project cost was \$ 1,004,300.

The Shelly Co. Awarded Paving/Rehabilitation Contract: \$566,822.55*

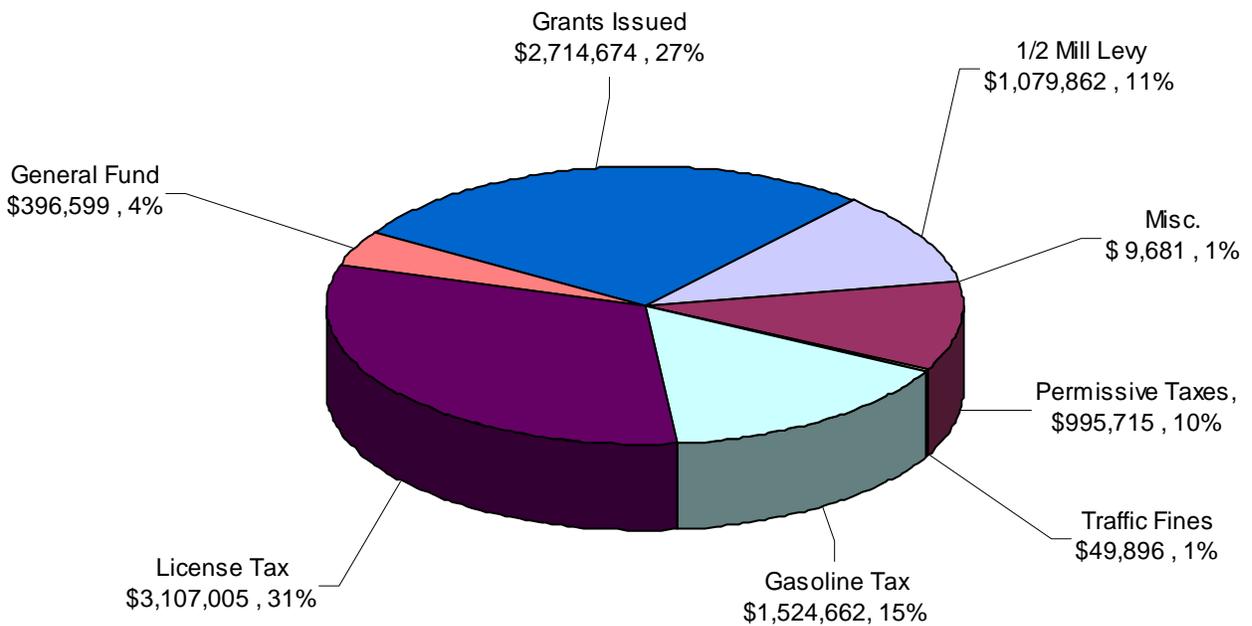
Road Name	Rd #	Location	Project	Miles
Marcy Rd	41	All	Overlay	5.12
Old Columbus Rd	37	U.S. 33 to Airport Rd	Overlay	0.32
Airport Rd	87	All	Overlay	0.23
Win-Southern Rd	02	Murlette Rd to U.S. 22	Full Depth Reclamation	3.42

* County road workers also made full depth pavement repairs on Justus Road SW, West Rushville Road SE and Wyandotte Road SE due to the deterioration caused by severe weather.

2003 Total Expenditures \$10,587,411



2003 Total Receipts \$9,878,095 (Including Grant Receipts)



Visit Our Website: www.fceo.org

- Learn about current and future County Road and Bridge Projects
- View Press Releases on Road Closures and Public Safety
- Find Contact Information including e-mail addresses
- Submit a Permit for a driveway or other right-of-way work
- Submit a Complaint or Suggestion
- Order Bid Packages online
- View Bid Abstracts and to whom projects have been awarded
- Learn which Roads and Bridges have weight restrictions
- Print a House Number Application or Pre-View Lot Split Form
- Order a County Map

“Chip and Seal” Helps Protect Roads

Seal-coating consists of applying asphalt sealing material (RS-2) and stone “chips” to County Roads. In 2003 the Shelly Company was contracted to “chip and seal” 22.3 miles of County Roads at a cost of \$155,507.15.

In addition to adding strength through repeated applications, “chip and seal” keeps moisture from penetrating into the road base and roughens the road surface for better traction in winter.

Staff Directory

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
Peg Matheny	Admin. Tech Services
Fred Gurile	Project Surveyor
Betsy Robberts	Admin. Clerk
Cheryl Slone	Receptionist
Tom Hollett	Traffic & Permit Insp.
Tim Anderson	Rd/Bridge Inspector
Mike Arter	Engineer Tech 1
Dan Snoko	Engineer Tech 1

Maintenance Division

Rick Stilwell	Superintendent
Jay West	Asst. Superintendent
Dave Stalder	Bridge Supervisor
Chris Nye	Sign Supervisor
Henry Hill	Mechanic Supervisor
Wendell Miller	Clerk Specialist



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A Publication of the Fairfield County Engineer's Office

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Working Together for Tomorrow

(Engineer's Message continued from page 1)

(gallons) purchased and not the retail price of gasoline. In 2003 the need for the 1/2 Mill Levy Funds was more evident in comparing the possible project work with and without these funds, as replacement of the levy was placed on the November 2003 ballot.

Longer term planning was utilized in what was without a doubt the most significant change in operations of the Office of the Fairfield County Engineer in decades with completion and the relocation of the Administrative and Maintenance Offices in 2003. Consolidation to one facility improved both the efficiency and storage space. Employees previously located in up to five locations in the Courthouse plus at the County Fairgrounds are now joined together in one facility for the first time. Files as well as employees could finally be better organized and consolidated to improve public service. The strength of most organizations lies in its employees, and this is true also with the FCEO.

Recent force account laws which restrict government employees' utilization had increased limits to now allow better and more responsive work force implementation. Additional road maintenance workers will be needed for work on the section of old U.S. 33 between the Lancaster Corp. limits and the by-pass. These sections will have maintenance delegated to the FCEO with the bypass completion in 2005. The changes should allow the FCEO to better serve the public in the future to fulfill our motto of “working together for tomorrow.”