

ANNUAL REPORT 2007



WARREN COUNTY ENGINEER'S OFFICE

April 28, 2008

Dear Citizens of Warren County:

It is my honor to present the Annual Report for the Office of the Warren County Engineer for the year 2007. As always in a fast growing county as Warren County, we were busy and accomplished quite a few items. Hillside stabilization projects on Socialville-Fosters Road and Olive Branch Road led the list of projects. The intersection of Irwin-Simpson Road at Duke Boulevard is now signalized. Intersection improvements were made at State Route 42 and Utica and Hatfield Roads were made. The I-71 at Fields-Ertel Road/Mason-Montgomery Road Interchange Study began in 2007 with recommendations expected in late spring.



Planning and implementing a program to meeting the needs of such a growing county could not be done without a dedicated staff of 51 professionals and support personnel. I want to thank the Board of County Commissioners for their assistance and participation in putting the plan together and the many Townships who have contributed funding and hard work to make our highway system of which we all should be proud.

As always, we are committed to working with our Board of County Commissioners, State Representatives Shannon Jones and Michelle Schneider, State Senator Robert Schuler, Township Trustees and municipalities to make our highway system work for you.

Sincerely,

Neil Tunison, P.E., P.S.
Warren County Engineer

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COUNTY OVERVIEW



Warren County was established by an act of the First General Assembly of Ohio on March 4, 1803, and named for General Joseph Warren, the patriot of Bunker Hill fame. This Act became effective May 1, 1803 and from that date, the history of Warren County began.

Lebanon was selected as the county seat because of its central location. The county covers an area of 408 square miles and is comprised of eleven townships. Three additions have been made to the Court House that was completed in 1835, which is still in use today. Also used by the over 300 county employees, are the Administration Building, the County Office Building, and the Engineer's Building.

Warren County is an historic area. Among its earlier distinguished men were Jeremiah Morrow, John McLean, Robert Schenck, Thomas Corwin, Alfred Holbrook, James M. Smith, A.G. McBurney and many others who have directed the destiny of our state and nation.

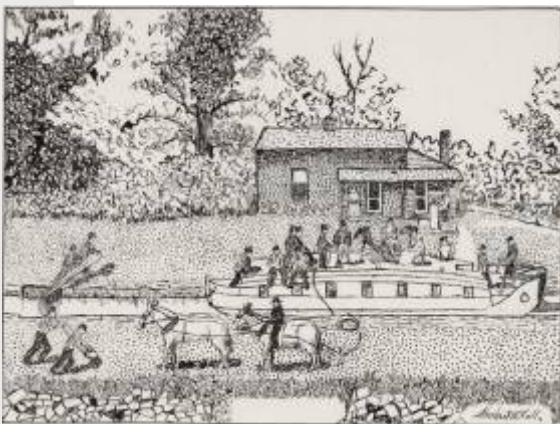
Among its historic attractions are Ft. Ancient, a remarkable pre-historic Indian earthworks; The Golden Lamb, Ohio's oldest hotel established in 1807; Glendower, an Ohio State Museum; The Warren County Museum, a Warren County Historical Society Museum and Library; and the General Forrest Harding Home, a Franklin Area Historical Society Museum and Library.

The Little Miami State and National Scenic River flows for 31 miles through the county and is the first river in Ohio proposed for protection under the Federal Wild and Scenic Rivers Act, with planned areas for canoeing, picnicking, and camping.

Warren County is one of the fastest growing counties in the state, and is recognized for its good housing facilities, churches, schools, and business institutions.

ENGINEER'S OFFICE OVERVIEW

Ohio was admitted to the Union in 1803—and one of the original offices created by the first General Assembly was that of county surveyor, from which the county engineer's office has evolved. When a new county was created, the Legislature appointed a Court of Common Pleas. The court appointed the county surveyor.



"At the Amanda Lock" by Herbert Fall, c. 1840

Around 1820, the state became increasingly caught up in the "internal improvements" movement. Some of the county surveyors were involved with building Ohio's network of canals, and virtually all were called upon to spend more and more time developing the state's integrated system of good roads. The increasing responsibilities of the position moved the Legislature, in 1831, to make the office of county surveyor elective, for a term of three years.

By late in the 19th Century the county surveyor was almost totally involved with building and maintaining roads, bridges, and drainage ditches. Legislation in 1915 established a salary and the responsibility of also being resident engineer for the State Highway Department.

The year 1928 saw the county engineer emerging as the public official you know today. In that year he was elected to a four (4) year term and on August 30, 1935, the title of the office was changed to "County Engineer".

Only persons who hold registration certificates of the state of Ohio as both "Registered Professional Engineers" and "Registered Professional Surveyors" may qualify for the office of County Engineer. The elected County Engineer "shall perform for the county all duties authorized or declared by law to be done by a civil engineer or surveyor". Although specifically exempted from engineering responsibilities on public buildings, he is the engineer for all public improvements under the authority of the board of commissioners within and for the county.

At present, The Warren County Engineer's Office works with the County Commissioners and Township Trustees to carry out a wide variety of obligations:

County Roadways: The County Engineer is responsible for all maintenance, repair, widening, resurfacing, and (re)construction of pavements and bridges in the County roadway system. Maintenance duties include traffic control, safety projects, mowing, and snow and ice control.

Township Roadways: The County Engineer serves as the engineering advisor to the township trustees for the maintenance, widening, and repair of their roads.

Bridges and Culverts: The County Engineer is fully responsible for the bridges and culverts on both the County and Township roadway systems as well as certain bridges within municipalities. Annual bridge inspections and evaluations of the condition and load-carrying capacity of each bridge are part of this responsibility.

The County Engineer participates in County and Regional Planning Commissions and provides tax map drafting services for the county. In unincorporated areas, (s)he may also be involved in the establishment and maintenance of petitioned and assessed ditches, sidewalks, and even county airports. In some cases, the County Engineer also serves as the County Sanitary Engineer, supervising construction of sewer and water lines.

The following is a current breakdown of Warren County's Townships by square miles and total county road mileage:

Clearcreek Twp	44.7 Sq Miles		64.45 Miles
Deerfield Twp	33.6 Sq Miles		95.90 Miles
Franklin Twp	34.9 Sq Miles		50.24 Miles
Hamilton Twp	34.4 Sq Miles		73.43 Miles
Harlan Twp	45.4 Sq Miles		42.95 Miles
Massie Twp	22.9 Sq Miles		10.60 Miles
Salem Twp	22.4 Sq Miles		21.66 Miles
Turtlecreek Twp	70.4 Sq Miles		52.45 Miles
Union Twp	19.6 Sq Miles		20.38 Miles
Washington Twp	34.5 Sq Miles		18.43 Miles
Wayne Twp	45.6 Sq Miles		37.63 Miles
Total Area:	408.4 Sq Miles	Interstate Highways	34.46 Miles
		U.S. & State Highways	282.78 Miles
		County Highways	269.79 Miles
		Total Twp Mileage:	488.12 Miles

BRIDGES

2007 Bridge Projects

Lower Springboro Road Bridge #22-6.34

The Warren County Engineer's Office designed the bridge replacement and the Warren County Bridge Crew completed the construction. The project was located between Red Lion Five Points Road and SR 48. The project consisted of replacing the existing bridge with an aluminum box culvert. Construction on this project was completed in Spring 2007 at a cost of \$68,973.20.



The old bridge in need of replacement



The aluminum box being lifted into place



The new bridge completed

Roachester-Cozaddale Road Bridge #52-1.81

The design for this project was done by the Warren County Engineer's Office and the construction completed by its bridge crew. The project was located between Pleasant-Renner Road and Long Spurling Road. The project was to replace the existing bridge using a concrete box culvert. The project was complete in Summer 2007 at a cost of \$53,465.42.



Old Roachester-Cozaddale Road Bridge



The completed new concrete box culvert

Stubbs Mill Road Bridge #35-0.49

This project was a rehabilitation project that was completed by DDK Construction from Cincinnati, Ohio. The project involved replacing four deteriorated prestressed concrete beams. The bridge that was under construction crosses the Little Miami River and is located between Mason-Morrow-Millgrove Road and US 22. Construction on this project was completed in fall of 2007 at a cost of \$200,812.00.



Deterioration of asphalt and exterior beam



New beam being installed on bridge

Status of Bridges

387 bridges

4 closed bridges

3 posted bridges

12 one-lane bridges

5 narrow bridges



Old beam on Stubbs Mill Road Bridge being removed

Edwardsville Road Bridge #196-1.30

The Warren County Engineer's Office rehabilitated this bridge that is located between Osceola Road and Kunker Road. The rehabilitation involved reconstructing the bridge with prestressed concrete beams. The construction was completed in late fall 2007 at a cost of \$83,897.32.



Top of concrete beam on old bridge



New beams being tied together



Completed bridge with new pavement

2008 & Future Bridge Projects

Roachester-Cozaddale Road Bridge #52-5.62

Plans were completed by the Warren County Engineer's Office for a bridge replacement on Roachester-Cozaddale Road. The bridge is located on Roachester-Cozaddale Road between Morrow-Woodville Rd. and a dead end. Two projects are involved in replacing the existing 56-foot two-span steel beam bridge with wood deck. A force account project by the County Bridge Crew will construct a temporary bridge, reconstruct the existing abutments and the approach pavement. The second project involves setting prestressed concrete box beams. The construction began in February of 2008. The cost estimate is \$150,000 for the projects.



Rusted beams under wood deck



Bridge to be replaced on Crossley Road

Crossley Road Bridge #127-0.68

The Warren County Engineer's Office has completed the plans for a bridge replacement on Crossley Road. The project is located on Crossley Road between Red Lion Five Points Road and Lytle Five Points Road. This project consists of replacing the existing deteriorated concrete slab bridge with a 60" plastic culvert pipe that conforms to drainage structures upstream and downstream. The construction is scheduled for May 2008. The cost estimate for the project is \$55,000.

Dry Run Road Bridge #81-1.22

Plans were completed by the Warren County Engineer's Office for a bridge rehabilitation on Dry Run Road. The project is located on Dry Run Road between Snook Road and a dead end. This project consists of rehabilitating existing steel beams and replacing the existing wood deck. The construction is scheduled for June 2008. The cost estimate is \$20,000 for the project.

Grog Run Road Bridge #147-0.89

The Warren County Engineer's Office has completed plans for a bridge replacement on Grog Run Road. The project is located on Grog Run Road between Harrison Road and Murdoch-Goshen Road. This project consists of replacing the existing concrete slab bridge with an aluminum box culvert. The construction is scheduled to begin in July 2008. The cost estimate for the project is \$75,000.



Deterioration of bridge wall



Concrete wear on old bridge

Schlottman Road Bridge #143-0.72

Plans were completed by the Warren County Engineer's Office for a bridge replacement on Schlottman Road. The project is located on Schlottman Road between SR 48 and a dead end. The project consists of replacing the deteriorated concrete slab bridge with a precast concrete box. The construction is scheduled to begin in July 2008. The cost estimate is \$160,000 for the project and plans are for this project to be bid out to a contractor in the spring.

Gustin-Rider Road Bridge #187-3.40

The Warren County Engineer's Office has completed plans for a bridge rehabilitation on Gustin-Rider Road. The project is located on Gustin-Rider Road between SR 123 and Whitacre Road. The project consists of replacing the existing prestressed concrete box beams. The construction is scheduled for September 2008. The cost estimate for the project is \$75,000.



Plans are to replace this bridge's beams



Plan to replace beams on this large bridge

Wilmington Road Bridge over Little Miami

Plans are currently in development by the ENTRAN, PLC Company from Cincinnati, Ohio for this rehabilitation project requiring a beam replacement. This project will be located on Wilmington Road over the Little Miami River between the Cold Springs Road and Corwin Road. 2008 will be a design year and plans are for construction to commence during summer 2009.

ROADS

2007 Road Projects



Completed Bunnell Hill Road

Bunnell Hill Road Realignment Project

Henderson Bodwell, LLP of Mason, Ohio prepared the design for this project. It was a joint project between the Clearcreek Township Trustees and the Warren County Engineer's Office using Ohio Public Works Commission (OPWC) funds. The project included realigning the sharp S curve and constructing 12-foot lanes with 2-foot paved berms. The location of the project was between the entrances to the Summit Pointe Subdivision and the Brookside Subdivision on Bunnell Hill Road. Construction on this project was completed on August 2007 for a total cost of \$404,562.

Socialville-Fosters Road Wall Rehabilitation

Construction of three retaining wall systems and additional roadway related items were completed along Socialville-Fosters Road. The project was located between Western Row Road and Old 3C Highway along Simpson Creek. It was an area where we had previously experienced road slips and emergency road closures. The project consisted of constructing a 300 lineal foot Redi Rock (pre-cast concrete block) Wall along the roadside, a 70 lineal foot H-Pile Wall and a 30 lineal foot H-Pile Wall in two areas along the creek. NeCamp Construction of Maineville, Ohio, completed the construction in May 2007. The cost of the project was \$288,610.



Severe road damage and washout



The new Redi Rock Wall along side of road and new H-Pile Wall along creek

Grandin Road Widening

M-E Companies of Cincinnati, Ohio prepared the design for this project and the John R. Jurgensen Company of Cincinnati completed the construction. The project consisted of adding a left turn lane at Striker Road, adding a left turn lane into the SUMCO factory, adding a right turn lane onto SR 48, a profile adjustment (cutting down a hill in the roadway), a culvert replacement, and 2-foot paved shoulders. There was also an addition of a third lane through a portion of Grandin Road to decrease congestion, improve access to the businesses and residences along Grandin Road and improve public safety. The project was completed in the fall of 2007 at a cost of \$1,565,444.93. Funding came from a combination of Ohio Department of Development funds, property assessments (MCNK Subdivision) and Road & Bridge funds.



Laying the paved shoulders



New left turn lane

US 42, Utica Road and Hatfield Road Intersection Improvement

With construction design prepared by CESO, Inc. of Dayton, Ohio, a new intersection was completed as a solution to problems with acute intersection angles and hazardous vertical sight distance problems. The new intersection's location is perpendicular to US Route 42 and approximately 500 feet northeast of the existing Utica Road intersection. The Hatfield Road intersection was eliminated and the road now ends in a cul-de-sac. The Greenbriar Drive and Utica Road intersection were also reconfigured. Construction on this project was completed in November 2007.

Olive Branch Road Pier Wall

This project, designed by CESO, Inc. of Dayton, Ohio, consisted of constructing 94-24" diameter drilled piers along with placing approximately 1,010 lineal feet of type 5 guardrail. It was located on Olive Branch Road between Corwin Road and Murray Road and completed in August 2007. The cost of this project was \$266,195.25.



Completed pier wall

Coles and Dixie Highway Traffic Signal

This project involved rebuilding the existing signal due to a road-widening project done by the City of Middletown. The Warren County Engineer's Office put together the design and Capital Electric from Dayton, Ohio completed the construction. The project was completed at a cost of \$102,518.57 for the signal work and paving of the intersection.

Duke Blvd. and Irwin-Simpson Road Traffic Signal

A study was done at the intersection of Duke Blvd. and Irwin-Simpson Road by the Warren County Engineer's Office that revealed a need for a traffic signal there. TEC Engineering from Mason, Ohio designed the Traffic signal. The construction was completed by Capital Electric of Dayton, Ohio at a cost of \$102,396.31.

2008 & Future Road Projects

Bunnell Hill Road and Patton Drive Intersection Improvement

The intersection of Bunnell Hill Road and Patton Drive has a obstructed line of sight caused by a descending hill on Bunnell Hill Road 150 feet north of the Patton Drive Intersection. A design was completed by the Warren County Engineer's Office as a resolution to that problem which will raise the road up in that section by adding a 6-foot by 6-foot culvert. Construction began on March 2008 by the Weidle Corporation from Germantown, Ohio. The project, which is funded by the Clearcreek Township, will cost \$403,349 and completion is anticipated for summer 2008.



Bottom of hill where culvert will be added



Continued construction on intersection

Tylersville Road at Fireside Drive

The City of Mason and the Warren County Engineer have teamed together on an intersection improvement project that is currently underway. Completion is scheduled later this summer. A left turn lane on Tylersville Road is being added at Fireside Drive and for a future street to the north. The project costs \$535,240 and is being constructed by R. B. Jergens of Vandalia, Ohio for an awarded price of \$678,910. Ohio Public Works Commission provides \$262,265 in funding matched by Mason's \$101,001 share and Warren County's \$171,974 share.



Construction improvements have begun

Irwin-Simpson Road at Wilkens Boulevard Intersection Improvement

This project involves the third and last planned relocation of Irwin-Simpson Road that began in 1998 east of Mason-Montgomery Road. The latest project will relocate the road opposite the portion of Irwin-Simpson that begins at Mason-Montgomery and ends at Wilkens Boulevard and ties it into Irwin-Simpson road about 500 feet east of Nottingham Way in Deerfield Township.

An offset alignment of Irwin-Simpson through Wilkens Boulevard will be eliminated and a traffic signal will be installed at the reconstructed intersection. The project is under design by American Structurepoint of Columbus, Ohio. Estimated to cost \$1,600,000, it is scheduled to begin later this summer. It will be funded with a combination of developer contributions, Deerfield Township funds and County Commissioners general funds set aside for highway safety improvements.

Drake Road Widening

This project was designed by the Warren County Engineer's Office to expand the two lanes of Drake Road to 12 feet each lane. The design also allows for realigning the intersection of Drake Road and Old 122 for a better sight distance. The intersection will be realigned to 100 feet west of the current location of the intersection. The project is pending right-of-way acquisition and has an estimated cost of \$325,000.



Striking map of Drake Rd. widening project

State Route 741 at Estates of Keever Creek

This projected involves construction of a left turn on State Route 741 about one-half south of State Route 63 in Turtlecreek Township. The developer, JII Development Co. of Hamilton has petitioned the Board of Warren County Commissioners to construct the project and assess the costs of the project on the taxes for the lots. The estimated cost for the project is \$465,000 and is scheduled to begin in autumn of 2008.



Right turn lane off of Audobon Drive

Hendrickson Road at Audubon Drive Intersection Improvement

Correcting a sight distance problem on Hendrickson Road for vehicles turning into and out of Audubon Drive is the purpose for this improvement in Turtlecreek Township adjacent to Middletown. The hill to the west of the intersection will be lowered for a more gradual grade entering the intersection. The project is estimated to cost \$572,500.00 and will be funded by a grant from the Ohio Public Works Commission (OPWC) with matching funds by the Road and Bridge Fund and the City of Middletown. The project is scheduled to be bid this spring.

Hendrickson Road at Union Road Intersection Improvement

Hendrickson Road will be realigned through the intersection to improve sight distance and reduce turning movement conflicts. The \$500,000 project is being funded with the County Commissioners Highway Safety Fund derived from a portion of the County's 1% sales tax. This project will be bid later this spring.

US 22-3 Widening Project



Original traffic situation in 2006

The portion of US 22 (also known as 3C Highway) in Deerfield Township is currently underway and is scheduled for substantial completion in late autumn. This is the last phase of a three phase project that began in 2006 at I-275 and extended to north of Kemper Road in Hamilton County. In Deerfield Township the project will widen US 22 to five lanes with paved shoulders from Fields-Ertel Road to Old Mill Road (1/2 mile north of Columbia Road) and dropping to three northward to Old 3C Highway near the Fosters Viaduct.

Although this is a project funded through the Ohio Transportation Review Advisory Council using Federal Highway Aid, the \$4,000,000 local share was split by Deerfield Township and Warren County (The County Commissioners' Highway Safety Fund and the Road and Bridge Fund). The total project including right-of-way will cost \$35,000,000 with the Warren County portion being \$19,800,000.



Phase 3 construction at Old 3C Highway

RESURFACING

2007 Resurfacing



The Warren County Engineer's Office resurfaces roads as needed so that routine maintenance can be conducted in a cost-effective manner. Each year the County Roads are inspected and a list of roads to be resurfaced are compiled. Completed during Summer 2007, a total of 13.37 miles of hot mix asphalt concrete was applied to various County Roads for a total cost of \$1,104,383.44. The funding for this project came through the Warren County Engineer's Road & Bridge fund.

Roads that were resurfaced during the 2007 construction season:

Road Name	Start Location	End Location	Mileage
Butler-Warren Rd. (CR 2)	Princeton Rd.	Brewer Rd. (CR 66)	0.52
Hamilton Rd. (CR 13)	Mason-Montgomery Rd. (CR 21)	SR 63	3.96
Mason-Morrow-Millgrove Rd. (CR 38)	South Lebanon Corp. Line	Stubbs Mill Rd. (CR 35)	1.82
Hendrickson Rd. (CR 80)	Union Rd. (CR 33)	Shaker Rd. (CR 48)	2.39
Hart Rd. (CR 278)	Lebanon Corp. Line	Kirby Rd. (TR 102)	1.82
Murdoch-Goshen Rd. (CR 313)	Clermont County Line	SR 48	2.20
Foster-Maineville Rd. (CR 23)	Old 3C Highway (CR 10)	Southern Pines Dr.	0.5
Clarksville Rd. (CR 37)	Clinton County Line	US 22 (SR3)	0.68
Total Mileage =			13.89

2008 Resurfacing

Roads scheduled to be resurfaced in 2008:

Road Name	Start Location	End Location	Mileage
Union Road (CR 33)	Middletown City Corp. Line	Shaker Road (CR 48)	2.21
Corwin Road (CR 47)	Gard Road (TR 233)	Middletown Road (CR 30)	2.62
Manchester Road (CR 104)	Tewart Road (TR 1252)	Union Road (CR 33)	0.7
Township Line Road (CR 134)	Address #7562	Lytle Road (CR 28)	1
Mason-Montgomery Road (CR 21)	Deerfield Township Line	Hamilton Road (CR 13)	1.04
Socialville-Fosters Road (CR 32)	Address #3440	Bridge #32-5.14	1.47
Zoar Road (CR 153)	Cozaddale-Murdoch Road (CR 26)	Fosters-Maineville Road (CR 23)	1.5
Butterworth Road (CR 156)	Loveland City Corp. Line	Fosters-Maineville Road (CR 23)	2.95
Total Mileage =			13.49

PAVEMENT MARKING

2007 Pavement Marking Project

Each year the County Roads are inspected and a list of roads to be restriped are compiled. In the year 2007 there was 48 miles of road restriped using Polyester paint, 42 miles of that being county road and 6 miles in Wayne Township. The Warren County Engineer's Office funded the \$92,033.27 project that was completed in the summer of 2007 by the Oglesby Construction Company.

CSTP GUARDRAIL PROJECT

Warren County CSTP Guardrail Project

In 2006 and 2007 federal funds through the County Surface Transportation Program (CSTP) were used to remove 1.7 miles of obsolete rail, reconstruct beams, and install 2.5 miles of new rail along Oregonia Road, New Burlington Road, Corwin Road, and Waynesville Road. The work on Oregonia Road was completed in the fall of 2006. The work on New Burlington Road, Corwin Road, and Waynesville Road was completed in the spring of 2007. The Lake Erie Construction Company did the work and the total project cost was \$209,575.

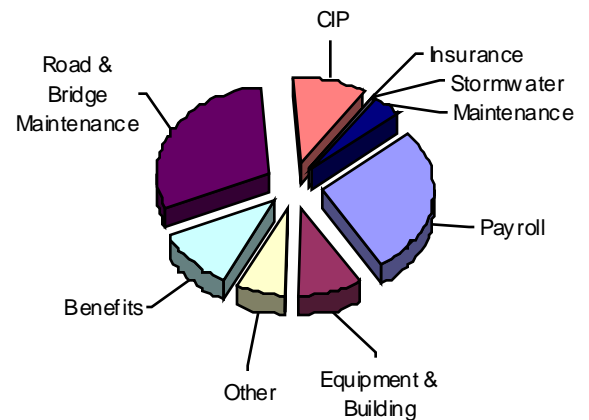


Guardrail on Corwin Road

BUDGET

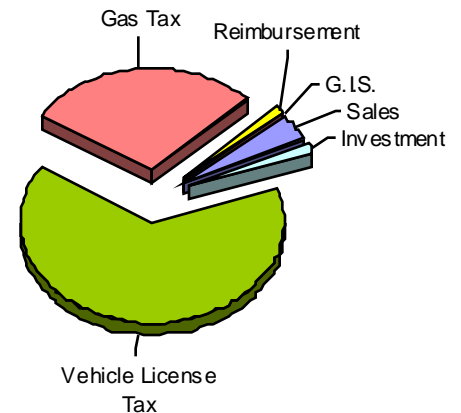
2007 Expenditures

Payroll	\$2,162,139.11	27.3%
Equipment & Building	\$725,379.49	9.2%
Other	\$570,924.42	12.3%
Benefits	\$878,596.00	11.1%
Road & Bridge Maintenance	\$2,389,230.36	29.8%
CIP	\$848,700.90	6.0%
Insurance	\$22,473.52	0.3%
Stormwater	\$0.00	0.0%
Maintenance	\$326,458.76	4.1%
Total	\$7,923,902.56	



2007 Receipts

Sales	\$347,978.92	4.2%
Investment	\$128,776.34	1.6%
Vehicle License Tax	\$5,318,010.04	64.1%
Gas Tax	\$2,396,839.15	28.9%
Reimbursement	\$101,710.71	1.2%
G.I.S.	\$974.15	0.0%
Total	\$8,294,289.31	



WINTER STORM SUMMARY

The winter of 2006-2007 triggered 19 snow/ice events accounting for 1807.5 hours of overtime and 5,105.25 tons of salt. The overall cost of the 2006-2007 snow and ice removal is \$247,215, which is equivalent to \$13,011.32 per snow/ice event. To date, the 2007-2008 winter has resulted in 20 snow/ice events costing the County a total of \$401,506.50.



Our snow plows out during a storm

PERMITS

The Warren County Engineer's Office issues permits for right-of-way work, permits for oversized trucks to travel on township and county roads, permits for driveways and road frontage and issues new addresses. Before work may be performed in public right-of-way on all township and county roads, a permit must be issued. When a new address is issued, the permits supervisor forwards the new address to the building department (if necessary), emergency services and the post office. In a subdivision plat with streets having curb and gutter, addresses are pre-assigned and driveway permits are not necessary.

The following are tables showing the average number of permits issued since 2000 and the summaries of 2006 and 2007:

Right of Way

	An Average of 2000-2005	2006	2007
Clearcreek	21.5	15	32
Deerfield	54.1	68	47
Franklin	13.3	15	8
Hamilton	40.6	28	38
Harlan	35.2	20	24
Massie	7.3	4	2
Salem	11.5	10	10
Turtlecreek	32.5	24	40
Union	10	1	11
Washington	20	17	11
Wayne	22.5	11	22
Total	268.6	213	245

Driveway/Address/Piped Frontage*

	An Average of 2000-2005	2006	2007
Clearcreek	175.2	157	95
Deerfield	17.2	17	9
Franklin	40.6	20	14
Hamilton	51.3	39	30
Harlan	56	36	30
Massie	9.3	8	6
Salem	27.5	19	21
Turtlecreek	91.8	68	59
Union	16.2	13	9
Washington	53.2	38	21
Wayne	46.7	41	44
Total	585	456	338

* curb and gutter streets not included



ENGINEER'S OFFICE STAFF

Elbert Allen
Store Clerk
(513) 695-3331
Elbert.Allen@co.warren.oh.us

Jim Apking
Highway Superintendent
(513) 695-3326
Jim.Apking@co.warren.oh.us

Mark Dawson
Permits Supervisor
(513) 695-3315
Mark.Dawson@co.warren.oh.us

Phil Ginther
Subdivision Inspector
(513) 695-3312
Phil.Ginter@co.warren.oh.us

Roy Henson
Bridge Engineer
(513) 695-3310
Roy.Henson@co.warren.oh.us

Ann Kisela
GIS Technician
(513) 695-3304
Ann.Kisela@co.warren.oh.us

Lee Lewis
Assistant Highway Superintendent
(513) 695 3327
Lee.Lewis@co.warren.oh.us

Dave Mick
Planning & Design Engineer
(513) 695-3308
David.Mick@co.warren.oh.us

Chuck Petty
Assistant County Engineer
(513) 695-3309
Charles.Petty@co.warren.oh.us

Savannah Smith
Public Relations Coordinator
(513) 659-3302
Savannah.Smith@co.warren.oh.us

Mary Sturgis
Secretary
(513) 695-3303
Mary.Sturgis@co.warren.oh.us

Neil F. Tunison, P.E., P.S.
Warren County Engineer
(513) 695-3307
Neil.Tunison@co.warren.oh.us

Bobbi Apking
Records Clerk
(513) 695-3319
Bobbi.Apking@co.warren.oh.us

Greg Camack
Traffic Supervisor
(513) 695-3328
Greg.Camack@co.warren.oh.us

Jason Fisher
Permits Coordinator
(513) 695-3316
Jason.Fisher@co.warren.oh.us

Rhonda Greely
Secretary
(513) 695-3301
Rhonda.Greely@co.warren.oh.us

Jeff Jones
General Inspector
(513) 695-3317
Jeff.Jones@co.warren.oh.us

Sharon Lawhorn
Administrative Assistant
(513) 695-3305
Sharon.Lawhorn@co.warren.oh.us

Jim McWhorter
Clerk
(513) 695-3329
Jim.WcWhorter@co.warren.oh.us

Jeff Pendleton
Assistant Bridge Design
(513) 695-3311
Jeff.Pendleton@co.warren.oh.us

Sheliah Pickens
Secretary of Planning & Design
(513) 695-3336
Sheliah.Pickens@co.warren.oh.us

Mark Stephenson
Bridge Inspector
(513) 695-3318
Mark.Stephenson@co.warren.oh.us

Vickie Trimbach
Assistant County Engineer
(513) 695-3313
Vickie.Trimbach@co.warren.oh.us

Kurt Weber
Chief Deputy
(513) 695-3306
Kurt.Weber@co.warren.oh.us

BOARD of COUNTY COMMISSIONERS

David G. Young | C. Michael Kilburn | Pat Arnold South



WARREN COUNTY, OHIO

Government Center 406 Justice Drive Lebanon, Ohio 45036
(513) 695-1000
www.co.warren.oh.us



WARREN COUNTY ENGINEER'S OFFICE

105 Markey Road
Lebanon, OH 45036
(513) 695-3301
<http://www.co.warren.oh.us/engineer/>

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Neil F. Tunison, P.E., P.S.
Warren County Engineer



WARREN COUNTY ENGINEER'S OFFICE
105 Markey Road
Lebanon, OH 45036