

Ottawa County Engineer's Office

2020 Annual Report



Board of Ottawa County Commissioners:

It gives me great pride to report that our department was just as productive as ever given the circumstances of 2020. I'm not going to lie, I did notice a few grey hairs this year...but that was bound to happen at some point, right?

Other than our budget taking a slight decline in fuel tax revenue and a temporary delay in receivables from license and permissive fees, we wrapped up the year in great shape despite the odds. A good portion of our current position is due to the increased fuel tax that legislation passed in 2019. It has allowed us to upgrade some equipment and take on some more financially challenging projects that otherwise would not have come to fruition. However, not all of the accolades can go to revenue generation. If it were not for staff members who stayed motivated and continued working diligently throughout the challenges of 2020, the tone of this report, as well as its following content, would be quite different.

Thank you again to our partners, the tax payers and my staff for bearing down through the tough spots. Bring on 2021! How bad can it be?

Respectfully Submitted,
Ronald P. Lajti, Jr., P.E., P.S.
Ottawa County Engineer

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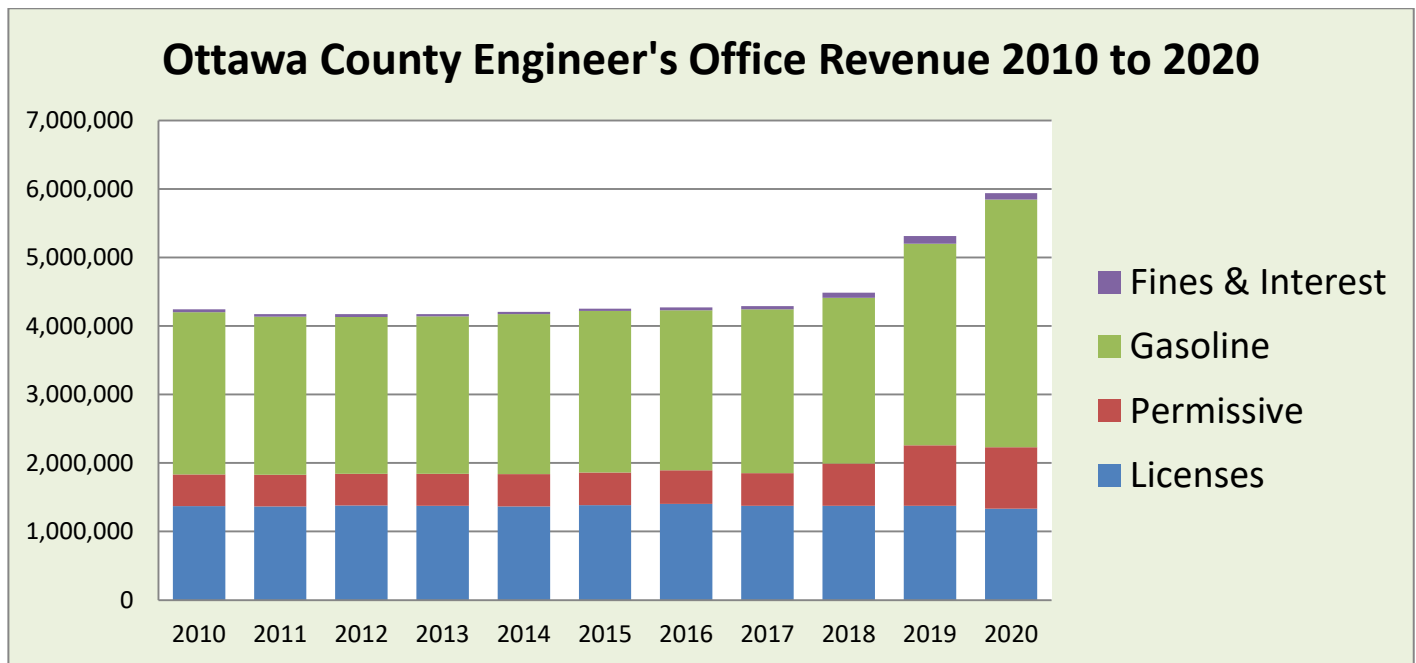
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Revenue

The main sources of revenue for the Engineer's Office are Gasoline Taxes, License Registration Fees, Permissive Fees, fines and interest. For more than ten years the revenue streams remained stagnant and operational and construction costs rose significantly. In an attempt to address this issue the County passed two Five-Dollars Permissive License Fees. The first passed in 2017, is shared with the local municipalities and townships, and generated approximately \$140,000 in 2018. The second fee was passed in 2018, started to collect in 2019, and was expected to generate an additional \$300,000 a year. In total, the additional fees combined to add roughly \$410,000 to our budget. At the end of 2019, through the legislative bill that increased the amount of revenue collected through fuel taxes, that portion of our revenue began to climb as well. 2020 revenue was about \$200,000 less than budgeted due to decreased traffic on the roads. Thankfully, even with the decrease we still ended up better than pre-fuel tax increase numbers.

It needs to be noted that of the \$4.18 M in formally bid projects that funneled through our office in 2020, \$1.56 M (37%) of that was from grants, public/private partnerships, or interest free loans. While that number should honestly speak for itself, it's necessary to point out that those funds would never have found their way into Ottawa County's infrastructure if not for the additional "behind the scenes" work from this office. Since I cannot just hand out bonuses for all of the extra work of my staff, acknowledgment in this report will have to suffice.

The following chart provides a graphical view of our revenue sources and amounts while the spreadsheet at the bottom provides actual numbers.



Year	Licenses	Permissive	Gasoline	Fines & Interest	Total
2010	\$ 1,370,497.49	\$ 463,814.04	\$ 2,366,744.74	\$ 42,846.44	\$ 4,243,902.71
2011	\$ 1,366,534.79	\$ 460,020.64	\$ 2,310,206.90	\$ 34,946.18	\$ 4,171,708.51
2012	\$ 1,378,025.66	\$ 464,450.65	\$ 2,290,681.48	\$ 38,475.94	\$ 4,171,633.73
2013	\$ 1,373,952.16	\$ 467,953.82	\$ 2,299,886.19	\$ 30,702.91	\$ 4,172,495.08
2014	\$ 1,367,905.27	\$ 471,200.21	\$ 2,334,893.50	\$ 31,062.38	\$ 4,205,061.36
2015	\$ 1,383,645.85	\$ 478,226.71	\$ 2,356,712.91	\$ 34,583.90	\$ 4,253,169.37
2016	\$ 1,405,039.17	\$ 486,961.83	\$ 2,338,615.75	\$ 41,603.63	\$ 4,272,220.38
2017	\$ 1,377,170.53	\$ 475,869.94	\$ 2,389,284.77	\$ 45,613.01	\$ 4,287,938.25
2018	\$ 1,374,392.07	\$ 618,474.07	\$ 2,417,403.95	\$ 74,327.57	\$ 4,484,597.66
2019	\$ 1,374,935.10	\$ 885,481.62	\$ 2,939,200.28	\$ 111,365.31	\$ 5,310,982.31
2020	\$ 1,331,345.78	\$ 898,046.63	\$ 3,614,207.26	\$ 92,859.33	\$ 5,936,459.00

Road Resurfacing / Preservation Programs

Ottawa County bids their road programs by surface treatment type. We join with townships in the bidding process in an effort to secure better pricing than may be received through separate bids. The Ottawa County Engineer's staff also coordinates and handles all contractor relations, on-site inspections and grant documentation. These efforts provide the townships with professional oversight; inspection and record keeping as well as an opportunity to secure funding that otherwise may not be available to them.

Once again, through our joint cooperation, we were successful in acquiring grant funds to assist in the resurfacing of various county and township roads. Harris Township received a grant through the Ohio Public Works Commission (OPWC) Emergency Program for \$132,300. This grant was used to relocate a portion of Portage River South Road along the Portage River. Harris Township also partnered with Materion and Ottawa County to receive approximately \$417,000 in grant funds through OPWC and Jobs and Commerce for the reconstruction of Portage River South Road from SR 590 to Slemmer-Portage Road. Ottawa County was also successful in securing \$775,000 in grant funds through OPWC & the Development Services Agency to widen and improve State Road from Plastered Road to SR 53.

County Road Repair/Widening/Resurfacing

Road No.	Road Name	From	To	Length / Miles	Cost
208	Elliston Trowbridge Road	SR 579	County Line	1.29	\$ 306,887
8	State Road	Plasterbed Road	SR 53	1.54	\$ 884,702
	Highway Facility Parking Lot				\$ 194,109
Total:				2.83	\$ 1,191,589

Township Road Resurfacing

Township	Road No.	Road Name	From	To	Length / Miles	Cost
Bay	117	Hyde Road	South Terminus	SR 53	0.87	\$ 56,773
	275	Limestahl Road	South Terminus	Fremont Road	0.22	\$ 45,283
Benton	20	Suhrbier Road	Toussaint North Rd	Moline Martin Rd	0.81	\$ 122,168
	79	Kolb Road	Stange Road	SR 590	0.99	\$ 12,058
	66	Moline-Martin Rd	Graytown Road	Stange Road	1.00	\$ 18,016
Carroll	1231	Harris Harbor Dr	SR 2	North Terminus	0.67	\$ 147,586
	223	Cover Road	SR 2	Rider Road	0.48	\$ 10,175
	192	Toussaint Portage	Salem-Carroll Road	SR 19	4.01	\$ 76,878
Catawba Is.	243	Beach Club Road	West Catawba Road	West Terminus	0.37	\$ 53,055
	146	Moore's Dock Rd	West Catawba Road	West Terminus	0.66	\$ 102,811
Danbury / Portage	35	Lightner Road	State Road	SR 163	1.28	\$ 231,354
	35	Lightner Road	South Terminus	Kirk Road	0.20	\$ 41,868
Erie	131	Fritchie Road	Carroll Erie Road	Tettau Road	1.49	\$ 43,578
Harris	18	Portage River South Rd	800' East Ravine Dr.	1945' East Ravine Dr.	0.22	\$ 264,397
	18	Portage River South Rd	SR 590	Slemmer-Portage Road	1.06	\$ 651,917
Portage	280	Kirk Road	West Terminus	Lightner Road	0.05	\$ 10,026
Salem	18	Portage River South	Harris Salem Road	SR 19	2.00	\$ 45,905
Total:					16.39	\$ 1,933,845

Highway Department Programs

The County Highway Department contributes to the county road surface treatment program with their Tar and Chip and Fog Seal programs. Efforts are also made to preserve existing pavements through a berm program, hot mix repair and wedge course program, as well as crack seal and patching. The following tables provide information on the work performed in 2020.

Miscellaneous Programs

Work Type	Cost
Berm	\$ 146,804
Crack Seal	\$ 33,939
Cold Patch	\$ 14,859
Tar, Chip and Fog - Patching	\$ 18,437
Total:	\$ 214,039

Tar, Chip & Fog Seal Program

Road No.	Road Name	Length / Miles	Cost
23	Benton Carroll Road	4.55	\$ 109,342
66	Moline-Martin Road	3.18	\$ 76,420
93	Toussaint East Road	2.06	\$ 49,481
136	Danbury North Road	0.26	\$ 6,248
225	Danbury Station Road	0.22	\$ 5,287
		10.27	\$ 246,778

County Road Hot Mix Wedging / Repair Program

Road No.	Road Name	Treatment Type	Location	Cost
19	Graytown Road	Wedging	Various Locations	\$ 24,971
23	Benton Carroll Road	Wedging	Various Locations	\$ 15,779
42	Harris Salem Road	Wedging	Various Locations	\$ 1,266
66	Moline Martin Road	Wedging	Various Locations	\$ 22,471
68	Walbridge East Road	Wedging	Various Locations	\$ 20,501
93	Toussaint East Road	Pavement Repairs	Various Locations	\$ 16,735
98	Salem-Carroll Road	Pavement Repairs	@ Benton Carroll Road	\$ 4,060
135	Bay Shore Road	Wedging	Various Locations	\$ 4,360
136	Danbury North Road	Wedging	Various Locations	\$ 5,260
225	Danbury Station Road	Wedging	Various Locations	\$ 4,346
			Total:	\$ 119,746

In addition to road repairs and bridge maintenance, The Highway Department also performs drainage work, snow and ice control, sign maintenance, clear storm damage and remove weeds and brush. The following depicts costs associated with their efforts.

Snow and Ice Control	\$ 265,328
Mowing	\$ 209,747
Fleet Maintenance	\$ 229,437
Sign Maintenance	\$ 119,056

Building Maintenance	\$ 22,001
Junk/Brush/Guardrail/Barr.	\$ 51,432
Storm Work/High Water	\$ 14,714

Highway Department Programs Continued

Miscellaneous Drainage Programs

Work Type	Location	Cost
Catch Basins	Moline Martin Road @ Reiman Road (\$24,989) and various other locations	\$ 114,750
Cross-Overs	Portage River South Road (\$17,819) and various other locations	\$ 55,023
Side Drain	Russell Road (\$16,859), Graytown Road @ Epling Ditch (\$10,677), Lockwood Road (\$6,104), and various other locations	\$ 70,162
Total:		\$ 239,935

Roadway Capital Improvement – 5 Year Plan

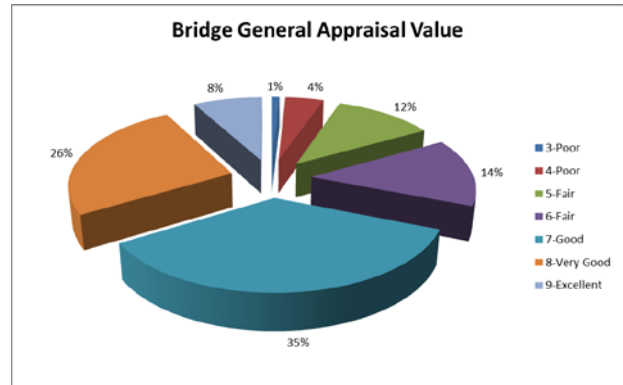
Ottawa County's 5 year Roadway Capital Improvement Program is highlighted below. An annual budget of \$1,200,000 of local funds per fiscal year will be allocated to this effort. Additional funding will be utilized through grant programs available to the county to close the gap in funding for the proposed program.

The following list is the work anticipated to be undertaken in the following years:

County Road Capital Improvement Program (5-year)		
2021	West Catawba Road Widening (Sand Road to Cemetery Road) (OPWC)	\$ 900,000
	Catawba Avenue Improvement (S.B.I. State Park to P.I.B. Village Limit)	\$ 600,000
	Misc. County Road Patch Program	\$ 50,000
2022	Langram Road Resurfacing (Entire Length – Ferry Entrance to P.I.B. Village Limits)	\$ 450,000
	Fostoria Road Rehabilitation (SR 795 to Walbridge East)	\$ 440,000
	Elmore Eastern Road Improvement (SR 590 to Wolf Creek)	\$ 300,000
	West Catawba Road Rehabilitation (SR 53 to Sand)	\$ 325,000
2023	Oak Harbor Southeast Road Rehabilitation (SR 19 to SR 53) (Federal 80%)	\$1,887,000
	Fostoria Road Rehabilitation (Walbridge East to Curtice E&W)	\$ 440,000
	Toussaint South Road Improvement (SR 163 to Penn. Railroad)	\$ 572,000
	Salem-Carroll Road Resurfacing - Cape Seal (Benton Carroll to Carroll Erie)	\$ 325,000
2024	Church Road Improvement (Bay Shore Road to SR 163)	\$ 400,000
	Genoa Clay Center Road Rehabilitation (County Line to Genoa)	\$ 150,000
	Bolander Road Rehabilitation (Moline-Martin to Trowbridge)	\$ 225,000
2025	Moline Martin Road Improvement (SR 51 to Genoa Clay Center)	\$ 650,000
	Wildacre Road Rehabilitation (SR 579 to County Line)	\$ 385,000
	Toussaint East Road Resurfacing - Cape Seal (SR 19 to SR 2)	\$ 200,000
Total Projected Cost		\$8,299,000

Bridge Report

Ottawa County currently maintains 113 bridges. The chart at the right shows the current general condition of bridges in the county. At this time 95% of the bridges have a rating of fair or better. 13 bridges (12%) are currently posted with a load limit. A list of posted bridges is available on the county website. No bridges on Ottawa County's inventory are closed at this time. Annual conditional evaluation inspection of all bridges maintained by Ottawa County has been completed for 2020. Inspection information has been reported to ODOT. As required by the Memorandum of Agreement (MOA) in place with Sandusky County, we have reported the results of our inspection of the 2 joint county road bridges which Ottawa County has the responsibility to inspect and maintain. Additionally, we have developed and distributed a summary list of bridge conditions to all Townships which have bridges on the County road system. Inspection records are available for review at the Engineer's Office.



In 2020, several bridge improvements were made. County Highway Maintenance crews performed miscellaneous maintenance items including cleaning of all bridge decks and external support members, berm maintenance and washout repairs, creek scour repairs at bridge supports, debris and log jam removal, joint and crack sealing of bridge decks, and chip sealing of several bridge decks.

Ottawa County completed two bridge capital improvement projects in 2020:

- **Fulkert Road over Toussaint Creek Bridge Replacement**

The deficient single span steel pony truss bridge was replaced with an 80' single span prestressed concrete box beam bridge. The project cost was \$500,474.15 and was funded with 100% County funds. Bridge Credit has been requested for the project and will result in an additional \$400,379.32 of credit which may be applied to future funded capital improvement projects.



- **Harris-Salem Road over Indian Creek Bridge Replacement**

The deficient corrugated steel plate arch bridge was replaced with a 20'x7' reinforced concrete box culvert. The project cost was \$159,921.90 and was funded with 100% County funds. Bridge Credit has been requested for the project and will result in an additional \$127,937.52 of credit which may be applied to future funded capital improvement projects.



BRIDGE INSPECTION

In 2020, ODOT rolled out a new web based bridge inventory and inspection system called AssetWise. The new system is now in use by all public agencies in Ohio who are responsible for inspection and maintenance of bridges on public roads. Transition to the new bridge documentation system has presented some challenges and generated additional work. A substantial amount of effort was required to assure that the data transfer from the previous system was accurate and complete. Additionally, the new system has resulted in a change in the method of inspection and reporting utilized by public agencies. The efforts made to modernize our bridge inventory and inspection procedures is expected to allow us to move forward in a more efficient and effective manner in the future. The use of current inspection and evaluation protocol will provide additional assurances regarding the safety of the general public who travel across the bridges in Ottawa County.



Bridge Report Continued

BRIDGE LOAD RATING

Ottawa County has continued to perform load rating analyses on bridges as necessary. FHWA has issued several directives regarding load ratings that have required additional evaluation of bridges in our inventory.

- All bridges with a span over 20' were to be analyzed to determine their ability to accommodate the weight of Special Haul Vehicles (SHV) by 12/31/2020. Ottawa County performed load ratings on all of the required bridges using in-house personnel. We are in full compliance of the FHWA directive at this time.
- All bridges with a span over 20' shall be load rated for Emergency Vehicles (EV) by 12/31/2022. In order to minimize re-work, we incorporated the EV vehicles into the analyses performed for the SHV ratings. As a result, Ottawa County is currently in compliance with the FHWA directive for EV load ratings.



In 2020, one bridge posting was rescinded; Fulkert Road (TR-56) over Toussaint Creek, and one additional bridge was posted with load limit signs; Toussaint North (TR-62) over Packer Creek.

BRIDGE CAPITAL IMPROVEMENT

Ottawa County has ramped up our Bridge Capital Improvement Program and is planning to perform a significant number of bridge renewal projects over the next 5 years. An annual budget of \$1,000,000 of local funds per fiscal year will be allocated to this effort. Additional funding will be utilized through grant programs available to the county to close the gap in funding for the proposed program. Use of in-house qualified personnel to design and administrate these projects will minimize the cost of developing the proposed projects and allow the county to eliminate a number of chronic deficiencies in the county bridge inventory.

The following list is the work anticipated to be undertaken in the following years:

Bridge Capital Improvement Program (5-year)

2021	Wildacre Road over Cedar Creek Rehabilitation (Federal100%)	\$350,000
	Stange Road over Turtle Creek Replacement	\$500,000
	Billman Road over Ayers Creek Replacement	\$400,000
2022	Nissen Road over Packer Creek Replacement	\$350,000
	Linker-Portage Road over Sugar Creek Rehabilitation (Federal100%)	\$325,000
	Fostoria Road over Dry Creek Rehabilitation (Joint County - Wood)	\$200,000
	Locust Point Road over Turtle Creek Rehabilitation	\$400,000
2023	Portage River South Road over Sugar Creek Rehabilitation	\$600,000
	Toussaint North Road over Packer Creek Rehabilitation	\$400,000
	Elliston-Trowbridge Road over Toussaint Creek Replacement (State 95%)	\$500,000
	Paulsen Road over Quisno Ditch Replacement	\$125,000
2024	Rider Road over Beef Creek	\$150,000
	Rocky Ridge Road over Toussaint Creek Replacement	\$700,000
	Reiman Road over Cedar Creek Rehabilitation	\$350,000
2025	Wildacre Road over Crane Creek Rehabilitation	\$350,000
	Fostoria Road over Crane Creek Rehabilitation (Joint County - Wood)	\$300,000
	Trowbridge Road over South Branch of Turtle Creek Replacement	\$350,000
	Rymers Road over LaCarpe Creek Rehabilitation	\$150,000

Total Projected Cost \$6,600,000

Ditch Maintenance

Drainage improvements and construction plan development efficiency was the focus in 2020. The Ottawa Soil and Water Conservation District was a key partner in the 2020 Program. They assisted with the coordination and oversight of efforts to clean and maintain several ditches (or portions of ditches) currently in the county maintenance program. Their duties included performing annual inspections of each ditch, management of several cleaning projects, and preparing plans for pending projects.

The County Highway Department addressed roadside drainage by performing various road side ditch projects and other improvements at various locations. In addition to the strong efforts of these entities, the Engineer's Office was actively involved with surveying, engineering and the administrative oversight for these projects.

The Engineer's Office and SWCD began developing a process to review the permanent base for maintenance assessments in 2020. Ditch maintenance assessments are based on a percentage of the construction cost of the improvement and estimated land area draining to the ditch. A large number of ditches were constructed more than 40 years ago. Costs over these years have grown exponentially and technology to estimate land area draining to the ditch has advanced immensely. These changes created a need for a well-organized method of updating the permanent base and drainage areas of the ditches. Collaboration with Ottawa Soil and Water Conservation District and guidance from O.R.C. 6137.11 helped develop a process for the review of the permanent base and drainage area of the maintenance ditches.

Maintenance Ditch Programs

Maintenance Ditch Costs	
Beginning Balance	\$ 215,518
2020 Net Expenses	\$ 204,125
2020 Income	\$ 329,132
Ending balance	\$ 340,525
<u>Ditch Statistics</u>	
Ottawa County oversees 94 ditches - (89 single county, 5 joint county)	
Open Ditches =	146.6 miles
Closed Ditches =	3.0 miles
<u>Projects still in progress:</u>	
Bayou	\$ 50,446
Marquardt	\$ 39,697
<u>Final cost for those completed in 2020:</u>	
Hellwig Road	\$ 103,889
Salem-Carroll Road	\$ 21,452
2020 Maintenance Costs	\$ 110,010

Proposed for 2021	
Construction Projects	
Reiman	\$ 7,142
Opfer-Lentz	\$ 15,794
Epling	\$ 112,104
Freimark	\$ 130,345
Otto Pfeiffer	\$ 36,156
F. Miller	\$ 32,082
Lenz	\$ 133,482
Bury-Billman	\$ 48,592
Woodrick	\$ 52,505
Permanent Base Reviews	
- Linker Portage	- Sandrock
- Roose	- Schmardebeck
- Humphrey Road	- Lohrbach
- LaCarpe (Harmon)	

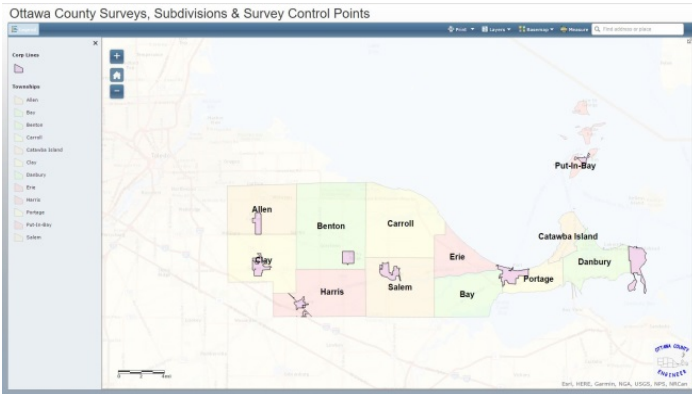
Survey Division



2020 started out like any other year. Plans were made for the completion of survey projects, section cornerstone recovery, benchmark recovery and checks, drainage issue reconciliation and an optimism that the new decade would find us finally getting ahead of schedule. That optimism lasted until March, when limited in-house staffing, work from home, quarantines and all around chaos ensued due to Covid-19. Through all the challenges, the Survey Department completed all the work that was planned.

Projects that were surveyed in 2020 included: a 1 mile of survey for a ditch relocation on Salem-Carroll Road, 2 bridges to be replaced on Billman Road and Nissen Road, the survey for a major cross over replacement on Fulton Street, survey of 1/2 mile for a ditch relocation on Elmore-Eastern Road, and a 1 mile survey of Catawba Avenue on South Bass Island for reconstruction. In the midst of that, we updated the County Highway Map, added 6 years of easements to our GIS inventory, covered multiple R & I inquiries, assisted the Townships with their needs, assisted with many utility locates and permits and prepared over 50 easements for various projects. Legal description reviews were still a major part of the day to day operations.

Our staff continuously works to update our GIS map and develop new feature class layers that will someday not only assist our office, but also the Townships and constituents of Ottawa County. Our in-house GIS map has been a hit as we are able to provide up to date information. Many surveyors have been complimentary for this asset. We are finding that it is not only beneficial to County Offices, but to the private sector as well.



Ottawa County Engineer GIS Web Map

This interactive map allows the user to search for section corner / benchmark records, property surveys and subdivision plats. This GIS Data Map is available 24/7 on our website!

Visit our website at:
<http://www.co.ottawa.oh.us/index.php/county-engineer/>

The survey personnel are responsible for fieldwork and a significant amount of office assignments. The following provides additional information on these duties.

Subdivision Reviews	6 proposed subdivisions
Administrative Approvals	50 (46 small & 4 large)
Legal Description Reviews	495 (decreased by 161 from 2019)
Requests & Investigations	71 (handled by all staff)
Township Requests	35 (handled by all staff)
E-File Reviews	377

Survey Division Continued

The 2021 schedule is still in development, but so far includes: continual section cornerstone and benchmark recovery and checks, survey for a ditch enclosure on Hessville Road, surveys for 2 bridge rehabilitations on Fostoria Road and Linker-Portage Road and a bridge replacement on Elliston-Trowbridge Road, along with surveys for at least 5 proposed drainage improvements.

Utility Coordination and Permits

The permits issued in 2020 were down slightly from 2019. With COVID impacting so many things around the world we were pleased to see construction continuing with such strength.

Land owners continued to build and make improvements. Their efforts are reflected in the number of driveway, non-utility crossing, storm sewer tap and special permits issued. The utilities also made several improvements. The following is a summary of their efforts:

- Zayo Group LLC installed buried fiber optic cable from Toledo to Davis Besse. The fiber was placed along Fostoria, Walbridge East, Velliquette, Lickert-Harder, Benton-Carroll and Duff-Washa Roads
- Amplex Internet installed fiber optic cable throughout Elmore and in all of the subdivisions just outside village limits. Amplex's goal is to run fiber optic cable throughout all of Ottawa County.
- Ohio Edison rebuilt a substation at the corner of SR 269 and Port Clinton Eastern Road. They also replaced poles along Port Clinton Eastern and State Roads and installed new poles along Gill and Christy Chapel Roads.
- Frontier relocated phone poles and lines in conjunction with several county projects. Areas where their infrastructure were relocated include State Road at Gypsum, Portage River South at Materion, Portage River South relocation just east of Elmore, and on Harris-Salem Road at the bridge over Indian Creek.

1,910	Locate Tickets (OUPS)	95	Moving Permits
10	Road Crossing Permits (non-utility)	14	Cable Company Permits
15	Special Permits (4 ditch cleanings)	4	Electric Company Permits
9	Storm Sewer Tap Permits	11	Gas Company Permits
0	Curtain Drain Outlet Permits	11	Telephone Company Permits
58	Driveway Permits (5 existing drive permits)	0	Pond Permits

STAFF

John Ahrens, Mechanic
 Jeff Allen, Engineer Aide/Construct Inspect
 Daniel Brough, Highway Worker
 Dean Brough, Highway Clerk
 Mike Brough, Utility Coordinator
 Wes Dobbolare, Crew Leader
 Joe Dusseau, Highway Worker
 Jane Gahler, Office Clerk
 Dennis Huston, Highway Worker
 Dan Jensen, Superintendent
 Dante Kirsch, Highway Worker

Craig Miller, Deputy Engineer
 Tina Molnar, Administrative Assistant
 James Moore, PE, Bridge Engineer
 John Netherland, Highway Worker
 Tim Rahm, Highway Worker
 Tate Schiets, Highway Worker
 Johnathan Studneski, Highway Worker
 Dan Toris, PE PS, Deputy Drainage Engineer
 David Williams, Mechanic
 Mike Wittman, PS, Chief Surveyor/GIS Co
 Joshua Wolfe, Highway Worker