

Athens County Engineer

2025 Annual Report



Jeff Maiden, P.E., P.S.
Athens County Engineer

The mission of the Athens County Engineer's Office (ACEO) is to serve the citizens of Athens County by building and maintaining a safe and modern county highway system; to respond promptly to reasonable service requests; to process land surveys and property records accurately; and to be good stewards of taxpayer dollars by developing cost effective solutions for road and bridge maintenance problems.

TABLE OF CONTENTS

Commentary.....	1
Resurfacing.....	2-3
Bridges.....	4-6
County Projects.....	7
Road Maintenance.....	8-9
Financials.....	10-11
The Team.....	12

The Duties of the County Engineer- as described in section 5543.02 of the Ohio Revised Code- specifically states the following:

“The county engineer shall report to the board of county commissioners, on or before the first day of June in each year, the condition of the county roads, bridges, and culverts, and estimate the probable amount of funds required to maintain and repair or to construct any new roads, bridges, or culverts required within the county.”

This is my thirteenth (13th) annual report since taking office on January 7th, 2013. The Athens County roads and bridges are in the best possible condition given the limited amount of revenue provided from the motor fuel tax, the motor vehicle license plate tax, and the local permissive license plate tax. The ability to design and build bridges and structures with our county workforce has expanded our resources to construct federal bridges that receive Local Bridge funding (LBR) from the federal government as follows:

- Developed an “in-house” bridge construction crew that built nine (9) federal bridges (span > 20’) in 13 years, and accumulated \$1,197,673 in Credit Bridge funds. (see page 5).
- Utilized \$908,706 in Credit Bridge funds to pay for 15% of the \$6,058,040 construction cost for multiple federal bridge projects. LBR Grants paid for 80% of the total cost or \$4,846,432. This reduced the local share to 5% or \$302,902 from the County Engineer’s budget (effectively saving \$908,706 in local match funds).

The county road crew chip and sealed 27.5 miles of county roads at a total cost of \$662,362 or \$24,121 per mile (see page 3). The breakdown of that cost was \$494,310 for materials; \$55,943 to pay a subcontractor to spray the oil; and \$112,109 for Labor-Fringes & Equipment. This was our best year so far for chip and seal work and it was made possible because the gas tax and interest income came in at \$211,769 more than projected for 2025.

The conditions of Athens County bridges have improved in the past 13 years, but we still have 40 bridges in poor condition with several that need replaced (see page 4). Many are not eligible for LBR grant funds. Additional local funding is needed to start a more comprehensive bridge replacement program and that funding can only be facilitated by the Board of Commissioners.

Respectfully,

A blue ink handwritten signature of Jeff Maiden.

Jeff Maiden, PE, PS
Athens County Engineer

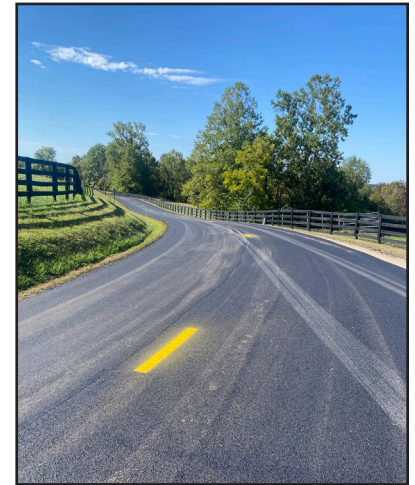


RESURFACING PROJECTS

Project	Road No.	Road Name	Project Limits	Length (miles)	Surface Treatment	Construction Cost
2025 Athens County Paving	CR 17A	Hebbardsville Rd	CR 17 to CR 19	0.47	Hot Mix Asphalt	\$762,773
	CR 19	Hebbardsville Rd	TR 30 to CR 17A	0.30		
	CR 79	Selby Rd	Spreading Oaks Village to CR 78	0.46		
	CR 81	Fox Lake Rd	SR 681 to CR 10	3.88		
Baker Rd Paving	CR 10	Baker Rd	US 50 to Connifer Lane	1.10	Hot Mix Asphalt	\$75,000
Total Asphalt Paving =				6.21	miles	\$837,773

The 2025 Athens County Paving Project

This project was bid as a local LPA project on July 1st, 2025 and awarded to Shelly and Sands, Inc. of Zanesville, OH for \$786,766. Hebbardsville Road (CR 17A) and Fox Lake Road (CR 81- pictured right) were paved with a 1” thick asphalt intermediate course and a 1.25” thick asphalt surface course; Hebbardsville Road (CR 19) was paved with one 1.5” thick asphalt surface course; and the section of Selby Road (CR 79) that was not paved as part of the US 50 Sewer project was paved with a 2” thick asphalt surface course. The funding for this project consisted of a \$400,000 OPWC Issue 1 grant, a \$134,000 OPWC loan, and \$228,773 from the County Engineer’s budget. The average cost per mile for this project was \$149,271 and does not include the preparatory work that is done by county crews such as replacing drainage culverts, cutting ditches and berms, removing dead trees, and applying asphalt strip leveling to smooth the road prior to paving by the contractor.



The section of Baker Road (CR 10)- from US 50 to Connifer Lane- was paved by McKee Paving of Nelsonville, Ohio, using a 1” thick high density, thinlay asphalt (pictured below, left).

Regarding our long-term pavement maintenance program, it is critical that we secure at least one OPWC Issue 1 grant for \$400,000 annually, as well as a \$2 million dollar CSTP Grant approximately every 6 years. Under these current funding assumptions, we can only pave county asphalt roads once every 20 years. The recurrence interval of 20 years is insufficient to maintain the asphalt pavements in conditions suitable for a basic overlay and will always require additional repair work prior to future paving projects.



RESURFACING PROJECTS

Chip and Seal Work by County Forces

In 2024 we purchased a 2007 Etnyre Chip spreader for \$75,000. This equipment allows us to seal the full width of the road, up to 20 feet wide. As a result of this investment, we nearly doubled our production in 2025. I am pleased to share that the Athens County Engineer road crews completed the following roads:

Project	Road No.	Road Name	Project Limits	Length (miles)	Surface Treatment	
2025 Athens County Chip Seal	CR 32	Congress Run Rd	Corporation Limits to SR 78	1.91	Chip Seal / Fog Seal	\$662,362
	CR 44	Bucks Lake Rd	CR 45 to County Line	4.73	Chip Seal	
	CR 53	Bethany Ridge Rd	US 50 to SR 144	5.57	Chip Seal / Fog Seal	
	CR 60	Houston Rd	County Line to CR 62	1.21	Chip Seal / Fog Seal	
	CR 62	North Torch Rd	CR 60 to County Line	0.35	Chip Seal / Fog Seal	
	CR 65	Vanderhoof Rd	County Line to US 50	3.44	Chip Seal	
	CR 73	Wolfe Bennett Rd	CR 1 to Corporation Limits	4.87	Chip Seal	
	CR 98	Angel Ridge Rd	CR 83 to CR 33A	5.38	Chip Seal / Fog Seal	
Total Chip Seal =				27.46	miles	\$662,362

A fog seal was applied to the surface shortly after the chip and seal process was completed. This application helps lock in the surface aggregate and extends the overall life of the chip seal layer.

The average cost for this project was \$24,121 per mile. Please note that this figure does not include the preparatory work performed by county crews, which involved replacing drainage culverts, cutting ditches and berms, removing dead trees, and applying asphalt strip leveling to address dips and swales prior to the chip and seal application.



ATH-CR29-0.00- Big Bailey Run Road Chip and Seal Project



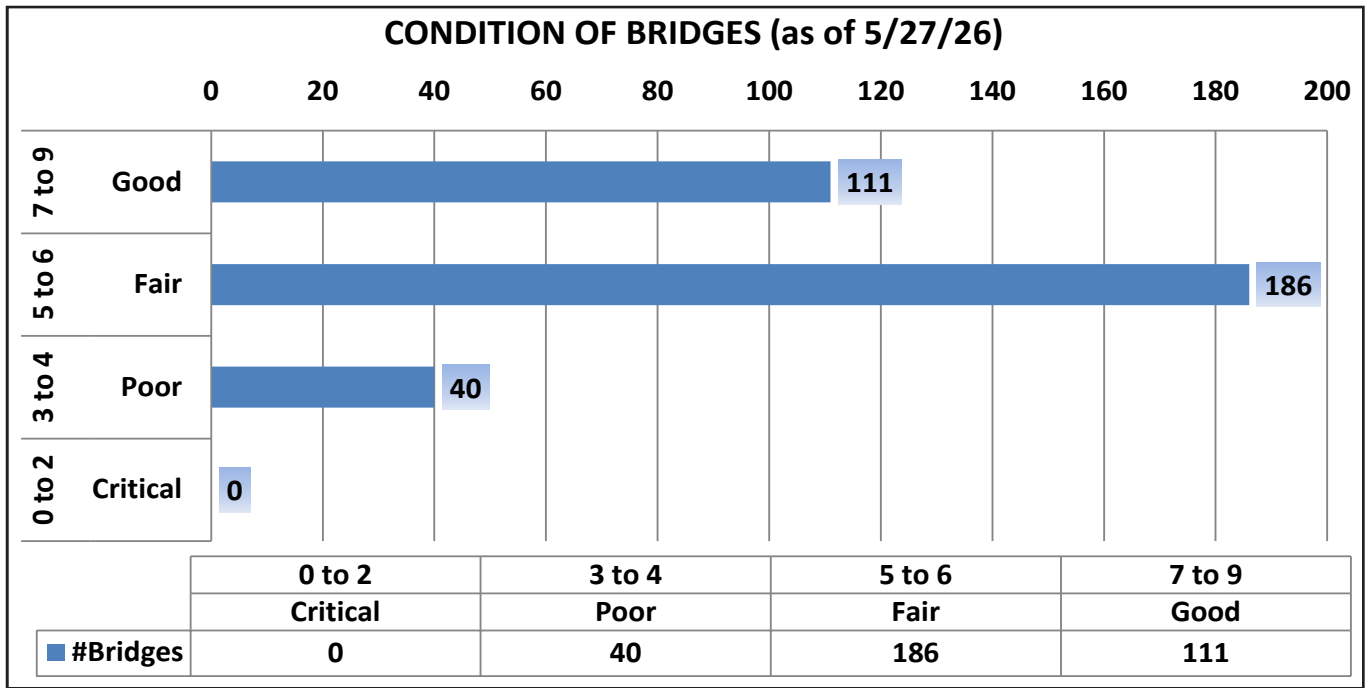
This LPA administered project was bid on May 6, 2025 and awarded to The Shelly Company of Thornville, Ohio for \$217,405. The work consisted of two layers: an initial layer of MWS 150 asphalt emulsion and #67 gravel, followed by a second layer of MWS 90 asphalt emulsion and #8 gravel. The average cost for the project was \$52,387 per mile.

This project was 100% funded through the Ohio Federal Lands Access Program. As Big Bailey Run Road passes through the Wayne National Forest, it was eligible for these federal funds.

BRIDGES

The Condition of Athens County Bridges

The Athens County Engineer’s Office is responsible for the maintenance, repair, and replacement of 337 bridges. There are 189 bridges on county roads and 148 bridges on township roads (bridges greater than 10’ span on township roads belong to the County Engineer). These bridges are inspected in November and December each year. The general appraisal rating (GA) is the number that is used to classify the overall condition of a bridge with a rating scale of 9 to 0, according to AASHTO and ODOT, where 9= excellent and 0= failure.



The Local Bridge Program (LBR) provides federal funds to counties for bridge replacement projects. The bridge must have a span greater than or equal to 20’, with a general appraisal rating classified as poor (GA= 4) or lower. There are currently 14 bridges that qualify for LBR funding and 26 bridges with no obvious funding source.

FHWA’S Plan of Corrective Actions (PCA)

On November 18, 2022, the Federal Highway Administration notified the Ohio Department of Transportation that certain concrete bridges were missing shear calculations and certain steel truss bridges were missing gusset plate analyses. In response, Part 1 of their PCA required updated load ratings for these bridge types to be completed by June 30, 2025. Part 2 of the PCA required load ratings for all remaining bridges 20 feet or greater in length to be completed by December 31, 2025.

Initially, this effort was an unfunded mandate, with County Engineers expected to complete the work using local budgets. The project represented a significant undertaking, requiring thousands of manhours to complete load ratings for 118 bridges. The majority of this work was performed by Garrett Maiden, EI, in collaboration with Donnie Stevens, PE, PS.

BRIDGES

Incentive for Load Rating and the Credit Bridge Program

Eventually, grant funds did become available to hire engineering consultants to perform load ratings but at that point we were well into the work. The CEOA offered \$1,000 in Credit Bridge funds for each bridge load rated either in-house or through a separate consultant contract. In total, the Athens County Engineer’s Office completed load ratings for 118 bridges in-house and contracted the ratings for two additional bridges, resulting in the receipt of \$120,000 in Credit Bridge funding.

ODOT Credit Bridge Program

ODOT’s Credit Bridge Program (CBP) is a unique financing initiative that allows county governments to earn bridge credits equal to up to 80% of eligible expenditures when replacing or rehabilitating local bridges (less than 20’ span) using locally sourced funds. These banked credits may then be applied in lieu of local matching funds on future eligible bridge projects, providing counties with greater financial flexibility in addressing transportation infrastructure needs.

The ability to construct federally funded bridges using the local county workforce allows the County to maximize the value of its funding by effectively using the same dollars twice—first to build a bridge with local or state funds, and then to leverage those expenditures toward 15% of the 20% local match required under the LBR Grant Program. **The result has been \$904,734 in savings to taxpayers!**

Credit Bridge Balance (1/1/2013) =		\$287,043
Authorization Date	Projects Built by County	Credit Bridge Earned
2/24/2016	ATH-TR 343-0035	\$107,830
6/26/2017	ATH-CR 48-105	\$86,885
12/18/2018	ATH-CR 10-0830	\$184,776
9/5/2019	ATH-TR 180-0100	\$71,203
2/10/2020	ATH-CR 15-0067	\$94,742
5/14/2020	ATH-CR 29-0060	\$65,629
4/20/2022	ATH-TR 674-0005	\$122,409
3/4/2024	ATH-CR 31-3100	\$245,193
10/8/2025	ATH-TR 192-0235	\$219,006
2/9/2026	FHWA Load Ratings	\$120,000
Total Earned: 2013 thru 2025 =		\$1,317,673
Credit Bridge Used Since (1/1/2013) =		\$699,981
Credit Bridge Obligated (CR 17A) =		\$208,725
Credit Bridge Available =		\$696,010

ATH-CR 17A- 0.46- Hebbardsville Road Bridge

In early September, Shelly and Sands was milling the existing asphalt pavement at the edge of the bridge deck when the top flange of the exterior prestressed concrete box beam collapsed into the void in the beam. The bridge was closed on September 10th, 2025 and a comprehensive inspection of all components was conducted. The bridge had been re-constructed on the existing abutments in 1972. Waterproofing used to protect prestressed concrete beam bridges built prior to 1980 has proven to be less effective than waterproofing used today. Over time, deterioration of the top flanges of the prestressed concrete beams progressed to the point that replacement of the bridge became necessary.



The Engineer was approved for an LBR grant in the amount of \$1,567,714 to cover 80% of the replacement costs. The goal will be to complete the engineering design process through ODOT and get this project out for bids as a “Reservoir” project in Fiscal Year 2028.

BRIDGES

Structure	Project Description	Construction/ Contracts	Inspection	Total	Grant	Local
ATH-TR315-0.01	83' 3-span Concrete Bridge	\$1,348,234	\$119,903	\$1,468,137	\$1,348,234	\$119,903
ATH-TR196-0.71	42' Box Beam Bridge	\$359,547	\$74,968	\$434,515	\$394,652	\$39,863
Total		\$1,707,781	\$194,871	\$1,902,652	\$1,742,886	\$159,766

Moore Road Bridge Replacement- TR315-0.01

Located in Trimble Township over the West Branch of Sunday Creek, 1.2 miles north of Glouster, the Moore Road Bridge Replacement consisted of the construction of an 83-foot long, three span continuous reinforced concrete slab bridge with capped pile piers and capped pile abutments. The engineering design and construction of this LPA administered project were 100% funded by the Bridge Formula Program, established by the 2021 Bipartisan Infrastructure Law (*signed into law by President Joe Biden*). Site surveying and right-of-way plans were done by ACEO staff. Inspection and construction administration were provided by True Inspection Services and were 100% locally funded. The construction contract was awarded to George J. Igel & Co., Inc. for \$1,133,630. The bridge construction was completed in August 2025 with the total cost of \$1,468,137.



Marietta Run Road Bridge Replacement- TR196-0.71

Located in Bern Township, 0.71 miles off of State Route 329, the Marietta Run Bridge Replacement consisted of removing the existing 29-foot span bridge and replacing with a 42-foot single span, precast concrete box beam bridge on concrete stub abutments. This project was eligible for the Federal-State Fund Exchange Program which allows local governments to swap federal transportation funds for state transportation funds for an accelerated project delivery (*i.e. faster design, bidding, and construction*). ACEO staff completed the site surveying and design. DLZ was hired for the geotechnical work. The construction contract was awarded to Double Z Construction for \$345,546. Construction and inspection were funded with an LBR grant (80%); credit bridge funds (15%); and 5% local funds. The bridge construction was completed in November 2025 with the total cost of \$434,515.

PROJECTS BY COUNTY FORCES



Fossil Rock Road Box Culvert Replacement- CR42-2.60

As a result of severe storms and flash flooding in June and July 2025, county road crews discovered that a major sinkhole developed on CR 42- Fossil Rock Road due to the washout of the existing bridge's sandstone abutments. County crews removed the existing structure and replaced it with a 10' x 5' concrete box culvert. This project was approved for OPWC Emergency Grant funding, covering 90% of the total costs. Surveying, design, and construction were all completed in-house bringing the total project cost to \$154,818.

Hogue Hollow Road Slip Repair- CR47-3.36

As a result of severe storms and flooding on February 16, 2025, a landslide developed on CR 47-Hogue Hollow Road at SLM 3.36. During the flooding, the toe of the creek's slope washed away and heavy rains saturated the soil causing a typical landslide in the side slope. The escarpment was near the road's centerline, requiring the road to be reduced to one lane. The slip was repaired by slope reconstruction using a 10'W x 20'D x 60'L rock fill. This project was completed in-house and approved for OPWC Emergency Grant funding, covering 85% of the total cost of \$51,553.



Swett Hollow Road Slip Repair- CR94-2.89

An 86-foot long landslide occurred on CR 94- Swett Hollow Road at SLM 2.89 due to stream flooding between March 30 and April 10, 2025. To repair the site, an excavator and a hoe ram were used to create a keyway into the solid rock formation at the toe of the slope. Type C rock channel protection was placed from the keyway to within two feet of the road surface and the remaining area was finished with an earth embankment. The total cost of slip repair was \$48,255. The county was reimbursed \$33,688 (75% of materials and equipment and 50% of labor) by the OEMA State Disaster Relief Program and the remaining \$14,867 was reimbursed by an OPWC Emergency Grant.



ROAD MAINTENANCE

Asphalt Leveling (Grader Patching) by County Crews

County roads that are scheduled to be paved and/or chip sealed are repaired before they are resurfaced. The level of repair that is required depends on many factors including the severity of the winter. Cold mix asphalt leveling is typically used on existing chip seal surfaced roads; hot mix asphalt leveling is typically used on asphalt roads. We continue to improve these deteriorated sections by asphalt leveling with a motor grader and steel wheel roller. County crews applied 2,774 tons of cold mix asphalt and 1,599 tons of hot mix asphalt to fill in dips and swales on irregular road surfaces.

ASPHALT LEVELING (GRADER PATCHING)				
Labor + Fringe	Materials	Equipment	Subcontract	Total
\$53,790	\$391,824	\$133,088	\$167,764	\$795,780
\$49,314	2,774 tons cold mix		1,211 tons hot mix	
	1,599 tons hot mix		McKee Paving	

County Road Crews: CR9, CR15, CR21, CR28, CR33A, CR36, CR44, CR47, CR48, CR53, CR65, CR69, CR73, CR76, CR85, CR89, CR94, CR98, CR143

McKee Paving: CR 60 (Houston)- CR 81 (Fox Lake)- CR 98 (Angel Ridge)

Pothole Patching

We began manufacturing cold mix asphalt in January 2018. This material is primarily used during the colder months for patching asphalt and maintaining chip and seal pavements. Additionally, we occasionally use hot mix asphalt for pothole repairs. Patching potholes is a demanding but essential component of our ongoing road maintenance efforts.

POTHOLE PATCHING			
Labor + Fringe	Materials	Equipment	Total
\$187,191	\$65,102	\$85,286	\$337,579
3,818 man hours	487 tons cold mix		
	261 tons hot mix		

2025-2026 Snow & Ice Removal		
Item	Amount	Total Cost
Salt (in tons)	2,370	\$199,014
Grits (in tons)	5,405	\$105,388
Limestone (in tons)	424	\$12,946
Labor (in hours)	3,260	\$165,213
Total labor and material cost =		\$482,561
Note: Does not include equipment & fuel costs		

Snow and Ice Removal

The 2025-2026 winter season was particularly severe, involving multiple snow events and one major winter storm. As a result, we depleted our entire stockpile of salt and most of our grits. In the spring of 2026, we ordered 2,800 tons of salt on the ODOT contract to replenish our stock.

ROAD MAINTENANCE

Berming-Ditching-Mowing-Tree Removal					
Work Item	Manhours	Labor + Fringe	Equipment	Materials	Total
Berming	834	\$43,607	\$53,198	\$4,635	\$101,440
Ditching	754	\$41,124	\$57,966	\$225	\$99,315
Mowing	2,558	\$126,233	\$202,932	\$0	\$329,165
Tree & Brush Removal	1,913	\$99,470	\$147,765	\$258	\$247,493
Totals		\$310,434	\$461,861	\$5,118	\$777,413

Road Culvert Replacements- by Athens County Engineer Employees					
County Road	Labor + Fringe	Equipment	Materials	Culvert (ft)	Total
CR 98 Angel Ridge Rd	\$2,574	\$1,831	\$884	40	\$5,290
CR 53 Bethany Ridge Rd	\$4,420	\$2,936	\$1,095	115	\$8,451
CR 44 Bucks Lake Rd	\$9,248	\$11,875	\$4,363	160	\$25,486
CR 80 Enlow Rd	\$2,875	\$3,758	\$1,202	60	\$7,835
CR 35 Fleming Rd	\$1,246	\$1,299	\$506	36	\$3,051
CR 81 Fox Lake Rd	\$11,214	\$9,907	\$3,826	155	\$24,946
CR 24 Harmony Rd	\$4,318	\$4,868	\$1,539	170	\$10,725
CR 47 Hogue Hollow Rd	\$1,917	\$2,121	\$1,964	40	\$6,002
CR 59A Ireland Rd	\$1,879	\$2,053	\$1,847	40	\$5,778
CR 27 Jacksonville Rd	\$3,234	\$2,717	\$1,231	32	\$7,181
CR 78 Marion Johnson Rd	\$2,470	\$2,625	\$552	35	\$5,647
CR 27 Millfield Rd	\$2,344	\$1,768	\$1,362	40	\$5,473
CR 64 Mountain Belle Rd	\$3,686	\$2,485	\$476	40	\$6,647
CR 31 Oakdale Rd	\$1,928	\$1,622	\$2,098	40	\$5,648
CR 33A Old US 33	\$5,000	\$4,739	\$2,393	60	\$12,132
CR 44 Shade Rd	\$3,090	\$2,866	\$1,464	40	\$7,419
CR 24 S Canaan Rd	\$868	\$1,368	\$1,296	30	\$3,532
CR 93 Truetown Rd	\$2,908	\$3,855	\$2,411	30	\$9,173
Totals	\$65,219	\$64,692	\$30,506	1163	\$160,418

Processing Boundary Surveys

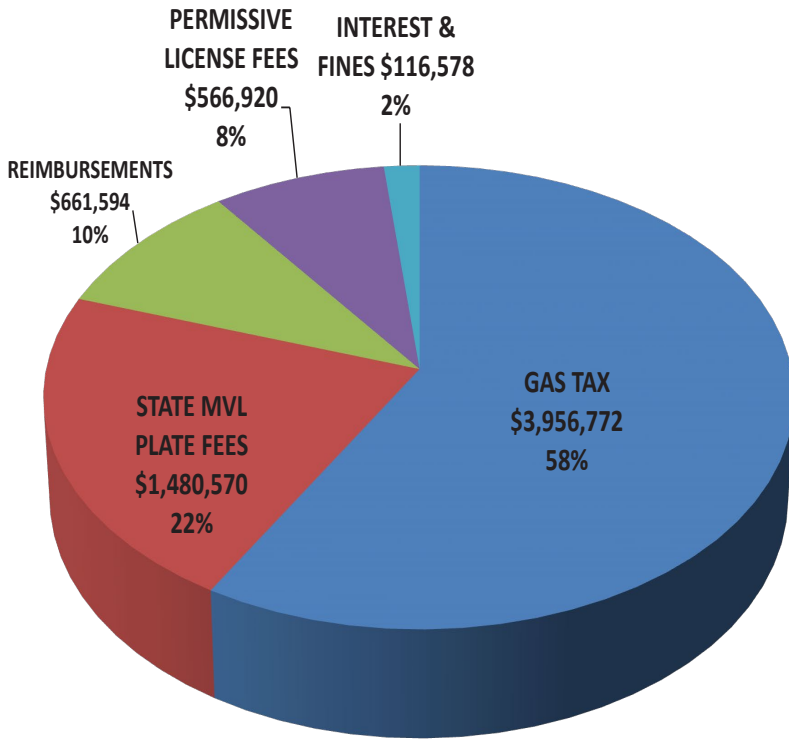
The County Engineer's staff checked 259 boundary surveys in 2025 for compliance with the minimum standards for boundary surveys pursuant to Chapter 4733-37 of the Ohio Administrative Code.

Processing Utility Permits in County Road R/W

Brandon Williams reviews utility permit applications for compliance with county regulations and completes a field review at the proposed site. The Engineer's office reviewed and approved 74 utility permits in 2025.

FINANCIALS

REVENUE: \$6,782,434



The Athens County Engineer’s Office operates primarily on funds generated through highway user fees which are dedicated solely to road and bridge maintenance and construction. Our three primary fixed revenue sources are the State Gasoline Tax- 38.5 cents per gallon distributed evenly among Ohio’s 88 counties; Motor Vehicle Registration Fees; and Permissive License Taxes. The Engineer’s office does not receive funding from property taxes or the county general fund. Variable revenues are reimbursements, interest, and fines/fees. Reimbursements include grant revenue, the sale of road material to townships and villages; restitution fees; settlements for damage to county property; and proceeds from auctions.

GRANT REVENUE

Grant revenue is vital to our budget, filling the gap between limited local revenues and the high costs of infrastructure updates. Without these supplemental funds, many of our critical projects would not be possible.

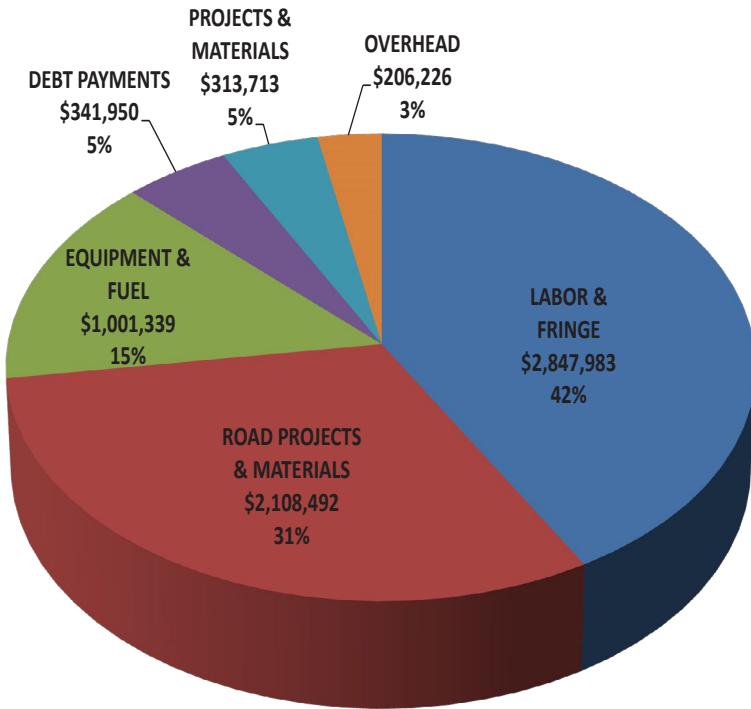
The reimbursement figure of \$661,594 includes \$187,156 in grant revenue reimbursed directly to the road fund. Additionally, there were grant pass-through revenues of \$1,878,420 paid directly to contractors, making total revenue in 2025 \$8,660,854.

Because grant programs operate on varying multi-year cycles, require substantial matching funds, and are highly competitive, maintaining a consistent paving schedule continues to be a significant challenge.

2025 GRANT REVENUE			
Grantor Agency	Project	Grant Revenue	Reimbursable or Pass Through
FHWA	TR 315-0.01 Bridge Replacement	\$1,123,876	Paid directly to contractor
FHWA	CR 29-0.00 Chip Seal	\$218,608	Paid directly to contractor
FHWA	CR 46-0.96 Bridge Restoration	\$97,216	Paid directly to contractor
FHWA	Bridge Load Ratings	\$28,720	Paid directly to contractor
FHWA	TR 83 & TR 471 Bridge Replacements	\$10,000	Paid directly to contractor
OPWC	2025 Paving Project	\$400,000	Paid directly to contractor
OPWC	CR 42-2.60 Box Culvert Replacement	\$139,336	Reimbursable
OPWC	CR 47-3.36 Landslide Repair	\$43,820	Reimbursable
Department of Development	Employee Crane Training	\$4,000	Reimbursable
Total grant funds received in 2025		\$2,065,576	

FINANCIALS

EXPENSES: \$6,819,703



Labor and fringe benefits for 26 full-time employees and three intermittent employees represent a significant portion of yearly operating expenses. At \$2,847,983, these costs account for approximately 42% of total expenditures.

Road materials totaled \$1,526,880 and included the following purchases:

- 17,700 tons of various types of limestone aggregate
- 225,271 gallons of asphalt emulsion used to manufacture 4,745 tons of cold mix and chip seal 27.5 miles of road
- 2,017 tons of hot mix asphalt used for pothole patching
- 1,877 tons of salt and 4,423 tons of grits used in snow removal operations

Equipment purchases totaled \$410,562 and included:

- 2015 Western Star Tandem Axle Dump Truck x 3
- 2018 Alamo 30' Maverick Boom Mower Max
- 2005 Etnyre Distributor Truck
- 2026 Ford Super Duty F-550 Mechanics Truck

We continue to make strategic, cost-effective investments in quality used equipment to balance our operational capabilities with responsible financial stewardship.

Pictured right is an example of this strategy. This durapatcher, purchased for \$2,500 (compared to \$90,000 new), injects asphalt emulsion and aggregate into potholes at high pressure, compacting the material and offering performance and operational advantages over traditional hand patching.



CARRYOVER

Our year-end fund balance includes a carryover amount of \$1,895,589. These funds bridge the gap between our annual revenue and total expenses to ensure a balanced budget.



ATHENS COUNTY ENGINEER'S OFFICE

First Row: Jason Love, Andrea Friendscho, Jeff Maiden, Donnie Stevens, Brandon Williams, Mark Meili, Jeremy Hayes, Justin Williams, Bill Mellinger **Middle Row:** David Frank, Cory Russell, John Brunton, Brent Kasler, Andrew Sayers, Jay Pickell, Brian Baker, Shorty Hawk, David Harvey, Trey Russell, Gene Wells, Keith Sargent **Back Row:** Travis Brooks, Justin Carder
Not Pictured: Garrett Maiden, Tom Snyder

Jeff Maiden, P.E., P.S.

County Engineer

Donnie Stevens, P.E., P.S.

Deputy Engineer

Andrew Sayers
Road Superintendent

Garrett Maiden
Transportation Engineer

John Brunton
Bridge Superintendent

Brandon Williams
CAD/GIS Technician

Jay Pickell
Garage Supervisor

Andrea Friendscho
Business Manager

Contact the Athens County Engineer's Office:

Address:
16000 Canaanville Road
Athens, Ohio 45701

Office Hours:
Monday to Friday
7:00am to 3:30pm

Phone: 740-593-5514
Email: engineer@athensoh.org
Website: athenscountyengineer.org
Twitter: @jeffmaiden1