

**OFFICE OF
THE
LOGAN COUNTY
ENGINEER**

**ANNUAL REPORT
1999-2000 ROAD REVIEW**

April 1, 2000

James K. Cox, P.E., P.S.
Logan County Engineer

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**EMPLOYEES OF THE
LOGAN COUNTY ENGINEER'S OFFICE**

County Engineer		
James K. Cox, P.E., P.S.		
Engineering Department		
Scott C. Coleman	Stephanie Ann Goff	Harvey L. Grimes
Curtis D. Dill	Jennifer Ganson	Charles Nichols
Suzie Yoesting	Anna Furrow	Jon Hines
Becky Brandt	Shirley Brunke	Bob Simmons
Jayma Burkhammer		
Road Department		
Larry L. Park	Butch Banning	Ronald George
Larry Strayer	Bob Schrader	Robert Smith
Larry Artis	John Berry	Jim Armentrout
Jackie Norviel	John Spencer	Ron Hanson
Mike Miller	Mark Hilty	Clyde Ball
Todd Coleman	Richard Cooksey	Jim Logan
Dan McMillen		
Bridge Department		
Rick Archer	Keith Price	Shane Long
Jim Houchin		
Traffic Department		
Billy Ganson	George Coleman	Wayne Bailey
Building Authority		
Mike Reffitt	Becky Jolliff	Carl Henry

FROM YOUR COUNTY ENGINEER

April 1, 2000

To the Citizens of Logan County and the Board of Logan County Commissioners:

We respectfully submit the Annual Report for the Logan County Engineer's Office, the Logan County Highway Department and the Logan County Building Department.

The employees of the Engineers Office provide engineering and administrative support to the Highway Department, the Building Department, the seventeen townships, and when possible, to the eleven villages of the county. The services we provide include administration of the Ohio Public Works Program, advising townships with respect to culvert and pavement repairs, and serving as technical advisors to the Logan County Water Pollution Control District. We also provide surveying services to all county and township agencies. During 1999, our employees administered two separate Ohio Public Works projects for the villages and two separate contract projects for the townships.

Employees of the Engineer's Office also staff the map room, located at the Courthouse Annex. Those employees review all new surveys performed in Logan County, and also all deeds being transferred. These checks will insure that the land records of Logan County, already among the best in the state, are clear and accurate for the future generations.

We have recently become involved in a study of the Darby Creek Watershed. We are part of an effort by six other counties and the City of Columbus to protect the Darby Creek from damage done by changes in the watershed. The Darby Creek is one of the few remaining streams that retains its natural characteristics, and these governments are attempting to insure it remains unspoiled. We hope not only to protect the Darby, but also to become a model for other watersheds in the State.

The Highway Department is responsible for the upkeep of our 373.54 mile county highway system and all of our 303 bridges. As you may be aware, we are responsible for all structures with a ten feet or greater span on all county and township highways, as well as on through roads in municipal corporations. This includes bridges under state routes in the municipalities, even though the Ohio Department of Transportation is voluntarily maintaining those bridges at this time.

Last year our Highway Department upgraded 34 miles of the county highway system and replaced 10 deficient structures. These projects were completed at the same time we were performing our routine maintenance on the county highway system.

The employees of the Building Department have also been very busy. Last year, the number of permits issued increased by 7% over 1998, and the number of inspections performed increased by 11%. At the same time, the cost of operating the department only increased by 2%. The Building Department was inspected by the Insurance Services Office and received excellent marks. They were rated above average for Ohio.

The following pages show what we plan to accomplish in 2000. We have already begun some of the work and are ready to accept the challenges of the coming year.

Sincerely,

James K. Cox P.E., P.S.
Logan County Engineer

THE CONDITION OF OUR HIGHWAY SYSTEM

In 1997, we inventoried our entire highway system and found that 124 miles of pavement were in poor condition. During the intervening three years, we have improved 65 miles. However, our remaining system has taken a beating from both traffic and weather. We estimate that 50% of our system is still in poor or very poor condition. While we are making some improvement, much remains to be done.

Our bridges are still a nagging problem. With 23% of our 303 bridges posted or closed, we would have to say that the overall condition is marginal. We currently have 29 bridges that cannot be crossed by a school bus.

ARE WE PUTTING OUR ROADS AT RISK?

Have you been reading the news lately? What are we thinking? Do we only think of our pocketbooks at the time and not the future of our country? Have we considered inflation into what we are spending on fuel? Let's stop and think before we repeal the gas tax just to save the driving public a few dollars at the pump, while putting our highway system and jobs across the nation in jeopardy.

Have you looked around as you drive down the highway systems? How about that pothole you just drove through on the way to work? Do you want to see more of them? If we repeal the gas tax, that is what we are going to be seeing. Our current interstate system was built in the 70's and is due for major maintenance and upgrade, however, if we pull the funding by reducing the fuel tax, the system will really start to show its wear and tear.

Two proposals surfaced in Washington, D.C., in February to reduce federal motor fuels excise taxes that would have a devastating impact on state transportation improvement programs and could eliminate more than one million U.S. jobs. Senator Ben "Nighthorse" Campbell (R-Colo.) introduced legislation Feb. 24 to repeal the 24 cents-per-gallon federal diesel motor fuels excise user fee to provide relief to truckers hit by higher fuel prices. The National Taxpayers Union (NTU) went further Feb. 23 suggesting an "across-the-board" 10 cents-per-gallon reduction in all federal highway user fees. The diesel motor fuels excise user fee generates over \$8 billion per year in revenue for the Highway Trust Fund's (HTF) Highway Account. Ten cents of the federal motor fuels excise generates over \$16 billion to the HTF Highway Account.

Gas prices surging, but still below record levels

But are gas prices really that high? If we factor in inflation, costs are still lower than in 1981. True, gas prices have surged in the past 12 months, experiencing their biggest dollar increase in the past 30 years, according to a survey conducted for AAA. With so many people feeling the pinch of the increasing cost of filling up the tank, some say the public is paying more for gasoline in the United States than ever before. But are gas prices really that high?

The answer is no. Current gasoline prices are not at record levels, not even close. Just 13 months ago, gas prices were the lowest ever, after accounting for inflation.

The national average price of a gallon of regular gasoline hit a low of 92 cents. "When you adjust it for inflation, a year ago we were looking at gasoline prices that were cheaper than they had been during the Great Depression," said Daniel Yergin of the Cambridge Energy Research Associates. "So it was an extraordinary bargain." The average price of gasoline now is up to \$1.54, higher than the \$1.38 average in 1981. But that 1981 price of \$1.38 translates to \$2.29 in today's dollars, adjusted for inflation, according to the Cambridge Energy Research Associates. And that price was, and still is, the highest-ever price paid for gasoline in the United States. Since 1947, prices have consistently been between \$1.30 and \$1.50 per gallon in today's dollars, except for the big energy spike in the late 1970s and early 1980s.

GOP Senate Leaders will seek to ease gas tax

Republican leaders in the Senate have agreed to introduce legislation to temporarily repeal the 4.3 cents per gallon 1993 gasoline tax increase until the end of the year and suspend the larger 18.4 cents per gallon if gasoline hits \$2 per gallon. Republican sources said a GOP Senate task force decided Thursday to write a bill in such a way that the temporary repeal would be "harmless" to the highway trust fund, a direct beneficiary of the tax. Aides said this would mean the highway trust fund, which goes directly to states for building and repairing roads, would have to draw from the federal surplus until the end of the year.

A difficult vote to win

Republican aides say such a bill will be difficult to pass in the Senate and has lukewarm support in the House of Representatives. The tax-cutting GOP majority has been scrutinizing the 4.3 cents per gallon tax in recent weeks amid soaring gas prices. Last week, top Republicans stopped demanding the repeal of the tax after concluding that such a move would endanger billions of dollars in popular highway projects -- a decision that rankled some members of their own party. With Thursday's decision, Republican aides said their leadership now wants to show the American people they are looking for solutions to high prices at the pump.

Saving \$43 a year

Some Republicans, however, still believe the tax should stay in place. At a news conference Thursday morning, two Republican senators urged their leadership not to attempt to repeal the tax, claiming it won't have enough of an effect to make a difference in people's wallets.

"I think that from a logical point of view -- common sense point of view -- when you look at this repeal and the dollars saved ... that people will just not understand why we're even talking about this," said Sen. George Voinovich, R-Ohio. "If you're the average driver in this country and you put on 15,000 miles a year, and you get approximately 15 miles per gallon you are going to save all of \$43 and some cents," he said. Sen. John Warner, R-Virginia, said the tax cut could, ironically, punch a hole in taxpayers' wallets. "As I drove in this morning, guess what, I hit a pothole," Warner said. "And I said to myself, every American will pay about \$120 a year for car repairs if we take this tax off. That's the translation of the amount of revenue that will fall." Senate leadership aides said the legislation, which is still being written, will likely come to the floor for a vote sometime next week.

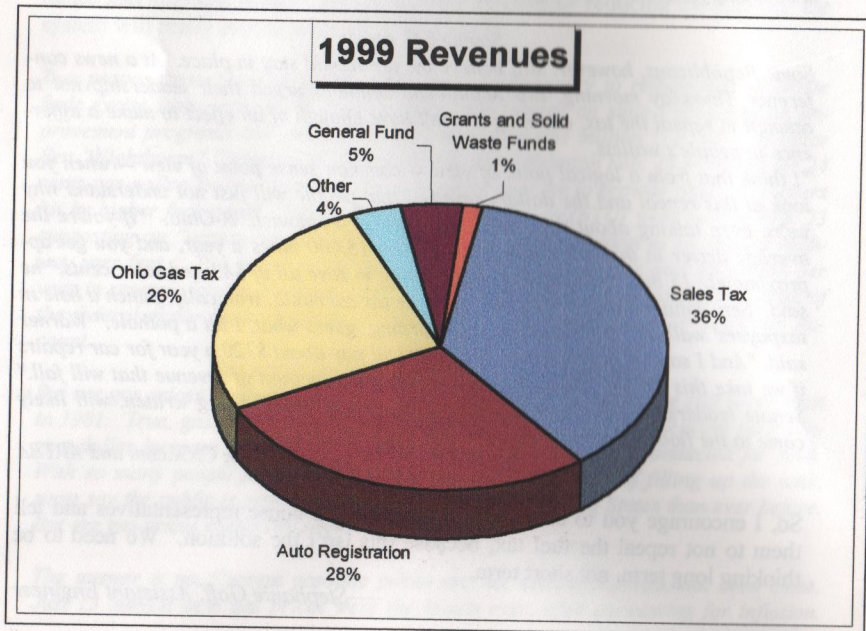
—Excerpts from CNN.com and ARTBA

So, I encourage you to contact your senators and house representatives and tell them to not repeal the fuel tax, because this isn't the solution. We need to be thinking long term, not short term.

—Stephanie Goff, Assistant Engineer

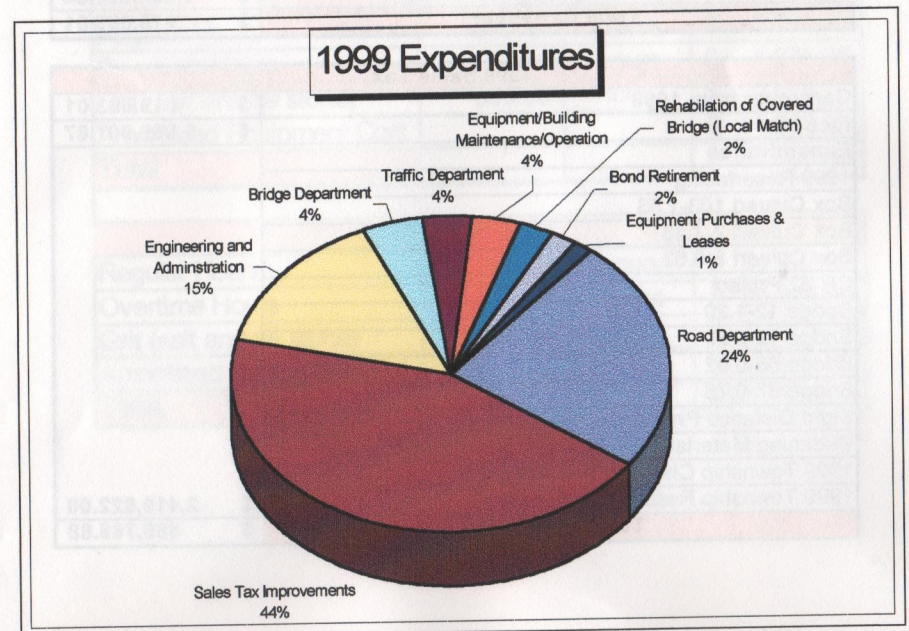
1999 REVENUES

1999 Revenues		
Sales Tax (Earmarked for Capital Improvement)	36%	\$ 1,969,907.87
Auto Registration	28%	\$ 1,528,492.83
Ohio Gas Tax	26%	\$ 1,390,484.59
Other (Fines, Sales, Inspections)	4%	\$ 197,161.36
General Fund	5%	\$ 245,000.00
Grants and Solid Waste Funds	1%	\$ 71,302.15
Total		\$ 5,402,348.80



1999 EXPENDITURES

1999 Expenditures		
Road Department (Operation, Materials, Purchased Services)	24%	\$ 1,314,744.30
Sales Tax Improvements (Roads and Bridges)	44%	\$ 2,419,822.00
Engineering and Administration	15%	\$ 811,760.89
Bridge Department (Operation, Materials, Purchased Services)	4%	\$ 233,051.56
Traffic Department (Operation, Materials, Purchased Services)	4%	\$ 205,018.63
Equipment Maintenance/Operation & Building Operations	4%	\$ 199,848.84
Rehabilitation of Covered Bridge (Local Match)	2%	\$ 129,705.00
Bond Retirement (New Garage)	2%	\$ 115,295.00
Equipment Purchases & Leases	1%	\$ 75,275.02
Total		\$ 5,504,521.24



SALES TAX BALANCE SHEET

1997 Sales Tax	
Income	\$ 451,385.86
Expenditures	
CR 31 Resurfacing	
CR 63 Widening	
Replacement of Bridge 190-3.48	\$ 88,638.57
Total Carryover	\$ 362,747.29

1998 Sales Tax	
Carryover from 1997	\$ 362,747.29
Income	\$ 1,851,934.56
Expenditures	
CR 13 Resurfacing	
CR 24 Resurfacing	
CR 31 Resurfacing	
CR 34 Resurfacing	
CR 62 Resurfacing	
CR 63 Widening and Resurfacing	
CR 73 Resurfacing	
Widening Materials for CR 5, 10, 29, 41, 55	
TR 129-2.99, TR 129-3.08, TR 129-3.20 Bridge Replacements (funded partly by Perry Township)	
Sandusky Street Bridge Rehabilitation with City of Bellefontaine	
CR 52 Resurfacing (at Bridge 52-2.38 Replacement)	
Lighting at CR 154 and SR 347	
1998 Township Chip and Seal Program	
1998 Township Resurfacing Program	\$ 1,294,998.84
Total Carryover	\$ 919,683.01

1999 Sales Tax	
Carryover from 1998	\$ 919,683.01
Income	\$ 1,969,907.87
Expenditures	
1999 Resurfacing	
Box Culvert 103-1.53	
Box Culvert 2-3.48	
Box Culvert 8-0.63	
CR 32 Project	
Bridge 12-1.29	
Bridge 12-2.59	
Bridge 65-0.02	
Bridge 87-0.76	
Sight Distance Program at CR 1 and CR 47	
Widening Materials/Conduits for 2000 Road Program	
1999 Township Chip and Seal Program	
1999 Township Resurfacing Program	\$ 2,419,822.00
Total Carryover	\$ 469,768.88

EQUIPMENT PURCHASES

Major Equipment Purchased in 1999	
1999 One-Ton Pickup w/Dump (#336)	\$ 35,185.00
1999 Case Wheel Loader	\$ 14,000.00
Vanair Viper Air Compressor (#135)	\$ 6,950.00
Communication Radio for Garage Replaced	\$ 1,302.00
Upgrading on Computer Network	\$ 4,908.60
Nite Star Measuring Device for #342	\$ 284.00
Cadd Workstations	\$ 8,285.00
Computer Software and Software Upgrades	\$ 1,259.80
Survey Equipment	\$ 469.40
Chainsaw	\$ 610.00
UPS for Maproom	\$ 240.00
Other	\$ 511.27
Total for 1999	\$ 74,005.07

SNOW & ICE CONTROL WINTER 1999-2000

Fall/Winter 1999			
Regular Hours	352.00	hours	\$ 6,770.40
Overtime Hours	64.01	hours	\$ 1,971.26
Grit (salt and #9 stone)	639.50	tons	\$ 10,615.70
Amortized Equipment Cost			\$ 11,643.28
Total			\$ 31,000.64

Winter 2000			
Regular Hours	1,766.03	hours	\$ 34,892.02
Overtime Hours	1,680.55	hours	\$ 50,326.96
Grit (salt and #9 stone)	4,309.35	tons	\$ 71,535.21
Amortized Equipment Cost			\$ 99,583.55
Total			\$ 256,337.74

1999 ROAD PROGRAM

The road department is responsible for all Force Account projects (non-contract work performed by County Engineer employees), snow and ice control, berm repair, pavement patching, washouts, guardrail repair, mowing, and other general/seasonal maintenance of county roads and bridges. This department also works closely with the townships on various maintenance needs on their own road systems.

The Road Department was extremely busy in 1999, working ahead of the 2000 road program, in addition to their normal maintenance duties. The 1999 Asphalt Concrete Paving Program totaled 2.4 million for our entire program, which was completed by Northwood Stone and Asphalt.

The costs listed include labor (based on the hourly wages of the workers and all benefits), amortized equipment, and materials (asphalt and berming stone). The commissioners provided \$50,000 this year in Laidlaw tipping fees to help with the resurfacing work.

The program was a great success thanks to the cooperation between the public and our county crews.

Regular Funding

- County Road 5 from CR 1 to CR 29E (2.08 miles)
- County Road 153 from Zanesfield to CR 28 S (1.02 miles)
- County Road 153 from SR 287 to CR 277 (2.05 miles)

Solid Waste Funding

- County Road 25 from 800 ft north of RR to N of TR 37 W (1.00 miles)

Sales Tax Funding

- County Road 5 from US 68 to CR 1 (2.54 miles)
- County Road 5 from CR 29E to Zanesfield (2.37 miles)
- County Road 10 from Zanesfield to SR 292 (5.16 miles)
- County Road 28 from CR 41 to CR 168 (.30 miles)
- County Road 28 from CR 29 to CR 291 (1.73 miles)
- County Road 29 from CR 5 to CR 146 (3.85 miles)
- County Road 41 from CR 28 to SR 287 (1.14 miles)
- County Road 44 from TR 160 to SR 559 (.72 miles)
- County Road 47 from SR 245 to CR 29 (4.39 miles)
- County Road 55 from CR 29 to CR 10 (1.91 miles)
- County Road 146 from CR 29 W to CR 153 (1.59 miles)
- County Road 153 from CR 28 to CR 146 (2.25 miles)
- County Road 153 from SR 152 to SR 287 (0.06 miles)
- County Road 168 from County Line to CR 28 (.81 miles)

1999 Logan County Regular Program						
ROAD	Begins	Ends	LABOR	EQUIPMENT	MATERIAL	TOTAL COST
5	CR1	CR 29E	\$ 3,255.46	\$ 4,298.05	\$ 87,733.87	\$ 95,287.38
153	ZANESFIELD CORP.	CR 28	\$ 435.89	\$ 19.50	\$ 61,305.03	\$ 61,760.42
153	SR 287	CR277	\$ 7,899.59	\$ 7,291.93	\$ 153,582.99	\$ 168,774.51
Grand Total for Regular Program			\$ 11,590.94	\$ 11,609.48	\$ 302,621.89	\$ 325,822.31

1999 Logan County Solid Waste Funding Program						
ROAD	Begins	Ends	LABOR	EQUIPMENT	MATERIAL	TOTAL COST
25	806'N OF R.R.	2832N OF TR37W	\$ 6,343.48	\$ 8,089.69	\$ 92,745.04	\$ 107,178.21
Grand Total for Solid Waste Funding Program			\$ 6,343.48	\$ 8,089.69	\$ 92,745.04	\$ 107,178.21

1999 Logan County Sales Tax Program						
ROAD	Begins	Ends	LABOR	EQUIPMENT	MATERIAL	TOTAL COST
5	US 68	CR1	\$ 3,788.78	\$ 5,199.88	\$ 158,859.25	\$ 167,847.91
5	CR29E	ZANESFIELD CORP	\$ 818.79	\$ 59.70	\$ 140,743.24	\$ 141,621.73
10	E.ZANES CORP	SR292	\$ 9,040.62	\$ 10,158.17	\$ 272,208.82	\$ 291,407.61
28	CR41E	CR290	\$ 7,868.42	\$ 8,356.46	\$ 134,080.70	\$ 150,305.58
29	CR1	CR146	\$ 1,444.06	\$ 145.40	\$ 322,227.78	\$ 323,817.24
41	CR28	SR287	\$ 4,080.62	\$ 3,833.33	\$ 74,890.36	\$ 82,804.31
44	TR160	SR559	\$ 4,096.20	\$ 4,368.70	\$ 47,295.43	\$ 55,760.33
47	SR245	CR29	\$ 14,801.30	\$ 14,780.86	\$ 308,231.54	\$ 337,813.70
55	CR29	CR10	\$ 6,539.32	\$ 6,949.70	\$ 126,630.27	\$ 140,119.29
146	CR29	CR153	\$ 2,017.43	\$ 1,954.40	\$ 89,819.23	\$ 93,791.06
153	CR28	SR 287	\$ 798.97	\$ 78.30	\$ 116,178.53	\$ 117,055.80
168	CHAMP.CO.LINE	CR28	\$ 7,324.99	\$ 7,975.40	\$ 57,324.76	\$ 72,625.15
Grand Total for Sales Tax Program			\$ 62,619.50	\$ 63,860.30	\$ 1,848,489.91	\$ 1,974,969.71

Grand Total for Entire Program			\$ 80,553.92	\$ 83,559.47	\$ 2,243,866.84	\$ 2,407,970.23
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1999 BRIDGE PROGRAM

Our Bridge crew also had another outstanding year. In addition to the Bridge Crew repairing and replacing bridges and culverts, they are involved in snow and ice control process and worked on snow and ice control. This means the Bridge Crew must be able to proficiently switch from a project to snow and ice control and back again.

As of March 1, 2000, all of the annual bridge inspections were completed.

The bridge crew has had an extremely busy season. We gave the bridge crew a very busy schedule for 1999 and they exceeded it again.

In 1999, the bridge crew replaced nine structures, and rehabilitated three structures. In addition, we were awarded federal aid to rehabilitate the covered bridge on County Road 13.

Structures Replaced:

County Road 60-0.03 Large Culvert Replacement
County Road 8-2.87 Large Culvert Replacement
County Road 8-0.63 Large Culvert Replacement
County Road 103-1.53 Large Culvert Replacement
County Road 2-3.44 Large Culvert Replacement
County Road 12-1.29 Bridge Replacement
Township Road 92-0.49 Bridge Replacement
County Road 87-0.76 Bridge Replacement
County Road 65-0.02 Bridge Replacement

Structures Rehabilitated/Repaired:

Township Road 174-0.44 Floor Replacement
County Road 12-2.59 Bridge Rehabilitation
County Road 60-4.02 Temp Bridge Repair

Way to Go Bridge Crew! Congrats on all your hard work!

FEDERAL AID RECEIVED TO REHABILITATE COVERED BRIDGE

The Logan County Engineer's Office announces that the contract to rehabilitate/preserve the McColly Covered Bridge on County Road 13 over the Great Miami River was awarded to the Righter Company of Columbus, Ohio for \$584,016.50. This bridge is funded 80% by the Transportation Enhancement Program (federal funds limited to \$518,640) and the remaining 20% from local funds. This project is scheduled to be completed by July 1, 2000.

The McColly Covered Bridge is one of only two remaining covered bridges in Logan County. This 130-foot Howe truss bridge was constructed in 1876 over the Great Miami River and has undergone several rehabilitations over the years. The proposed rehabilitation/preservation project will provide a major structural upgrade and cosmetic facelift for the McColly Covered Bridge, while preserving the historical integrity.

ADMINISTRATIVE/STAFF SUPPORT

This department manages the overall fiscal needs and budget of the Engineer's Office. Since the cost for construction, materials, and equipment is increasing faster than local revenues, the utilization of alternate funding sources is critical to the office.

Other responsibilities of the administrative and staff support are human resources, payroll, purchasing requisitions, billing, word processing and contract administration. The department also administers the Ohio Public Works Commission's State Capital Improvement Program (SCIP) and the Local Transportation Improvement Program (LTIP) for Logan County. The allocations and accounting for this annual funding is another significant function of the Engineer's office.

With our revised cost-tracking system, the costs include surveying, engineering, administration, and construction of the bridges. The equipment costs are amortized, while the labor includes all fringes and benefits. Besides the accounting portion of the administrative and staff support, this department also deals with the day to day calls from the public and either deals with the questions/problems or forwards them to the appropriate person.

DESIGN/ENGINEERING

The department performs the engineering design for approximately 95% of the construction projects and directs specialized consultants for the engineering design of the remaining projects. Most of the staff design is done with a Computer Aided Design and Drafting (CADD) system. In addition to the engineering, this department also does much of the administrative responsibilities.

TRAFFIC DEPARTMENT

The Traffic Department is responsible for the maintenance of all road signs on county roads and bridge signs on township roads. The road signs now number 7,138. The maintenance of these signs includes installation, preservation and inspection. As part of the inspection process, we look for reflectability, wind damage, vandalism and overall visibility. Repairing mailboxes damaged during snow removal operation is another part of the Traffic Department's responsibilities along with signing for road closure detours. The routemarkers main duty is to keep traffic moving safely. Our responsibility is to keep the traveling public informed.

BUILDING AUTHORITY

The Building Authority is responsible for the inspection of all residential buildings in Logan County and is run by building official, Michael Reffitt. Shown to the right is a comparison of permits issued, inspections, revenues, and expenditures for 1998 and 1999.

There were 29 more permits issued this year than last. As you can see there were 4 less permits issued on new homes (site-built & industrialized units). This seems to be primarily due to the increase in manufactured housing starts. The factors behind this are multiple. Material costs and interest rates have started to rise slightly. Zoning restrictions for the manufactured housing are starting to become less restrictive while the quality of the units are getting better. The time element for taking occupancy is less also; only about 30% of the time it takes for a home constructed on site. The State of Ohio is also providing ways for owners to convert manufactured housing to Real Estate. This provides the owner appreciation value on their home instead of it depreciating. Beginning Jan. 1, 2000, manufactured homes, that meet certain criteria as called out in the O.R.C., are now classified as single-family dwellings along with site-built homes and Industrialized Units (I.U.'s). There shall be no discrimination between the three be it by; property definition, land requirements, building or zoning codes as well as their respective permit requirements.

YEAR 2000 PROJECTION

We are in the process of encouraging that a manufactured home (installed on a crawl space or piers), whether it be defined as single-family dwellings or not, to make preparations for all final inspections at the time they call for the permanent electrical service inspection. This should help cut down on the trips required per permit. It should also help clean up the files with outstanding final inspections needed. It seems as though once they get electric into the home, there are a number of contractors and homeowners that fail to call us back for the finals. Along with this, we are trying to encourage multiple inspections for all stops we make for rough-in and finals to help cut down on drive time. We are, however, required to provide the inspection within a reasonable amount of time when it is requested. These are usually rough plumbing inspections (with test equipment installed) or permanent electrical service inspections (wanting the power turned on).

There will, more than likely, be a slight increase in total permits issued. The % of increase will depend of course on construction costs (both materials and labor). It will also depend on the amount of development that takes place along any commercial corridors. Although we do not require permits for commercial buildings, other than flood plain, this has a direct impact on the number of residential permits issued because of job availability, wage increase, small subdivision starts, etc. We look for the number of manufactured homes to increase now that the State has changed the single-family dwelling definition. Should the cost of site-built homes increase in cost per square foot by more than the yearly average, the manufactured homes being installed could very likely increase at a much higher %.

Permits Issued

	1999	1998	% of Change
Total of new homes	194	198	2% decrease
Total of new Mfg. Homes	81	55	47% increase
Total of "Other" permits	167	160	4% increase
Total of all permits	442	413	7% increase

Expenditures

	1999	1998	% of Change
Total salaries	\$ 83,576.02	\$ 71,232.18	17% increase
PERS, W/C & Medicare	\$ 13,372.66	\$ 10,837.47	23% increase
Supplies	\$ 3,026.01	\$ 3,360.38	10% decrease
Contract services	\$ 3,667.40	\$ 4,112.60	11% decrease
Contract repair	\$ 1,599.77	\$ 535.00	199% increase
Equipment	\$ 12,791.38	\$ 22,484.91	43% decrease
Other expenses	\$ 3,227.29	\$ 3,550.54	9% decrease
Code Books	\$ 644.00	\$ 3,100.95	79% decrease
Total Expenditures	\$ 121,904.53	\$ 119,214.03	2% increase

Inspections

	1999	1998	% of Change
Electrical inspections	877	779	13% increase
HVAC inspections	394	411	4% decrease
Plumbing inspections	546	388	41% increase
Special inspections	39	27	44% increase
Total reinspections*	432	366	18% increase
<i>% of reinspections</i>	<i>13% of all</i>	<i>12% of all</i>	<i>1% increase</i>
Total Inspections	3258	2945	11% increase

*% reinspections are not in addition to but are part of the total inspections

COURTHOUSE DUTIES

By law, the County Engineer is required to be the official plat draftsman for the County Auditor. In addition to maintaining maps of all properties by lot, parcel, and acreage; the office assigns new house numbers, serves attorneys, surveyors, appraisers, realtors and private individuals in checking deed descriptions and new surveys for accuracy and compliance.

The changing and ever growing county community has kept the map room very busy. In 1999, they processed approximately 453 (375 in 1998) new property splits and checked over 2,900 deeds transferring property. We also have checked approximately 100 easements and right-of-way documents, and reviewed 14 (9 in 1998) new plats, and created approximately 250 new house numbers. We also checked over 300 new surveys and provided over 2,000 deed pre-approvals of legal descriptions.

These figures do not include the numerous copies of property maps made for the public, and the answering of the public's questions on a day to day basis. The rapid growth and development doesn't appear to be slowing down any, so next year will probably be just as busy, if not more so.

Besides our normal operations, you might recall we have a contract with Sanborn Co. to produce our tax maps as a digital overlay of aerial photography of the county. This will allow us to view the aerial photography and tax mapping on the Auditor's computer system. Eventually, this information may be available to the public through the county's web site.

Presently, the digitizing of all 334 digitized tax maps have been approved. We are now in the process of performing adjustments on the tax mapping in order to more accurately represent property locations on the digital photography.

The final phase will be to have Sanborn combine all the tax maps into one seamless digital map that will have no overlaps or gaps. As a part of the contract, Sanborn will install the digital information on our computers along with user software to allow for quick and easy access to desired parcels. During the installation process, Sanborn will train our personnel on how to use and maintain the data. We are hoping to wrap this project up later this year.

2000 ROAD PROGRAM

Well, we have been hard at work already this year planning for next years' road program. We have reviewed each road on the program for needed culvert replacements, bridge replacements and/or repairs, drainage problems, where widening is needed, etc.

The Logan County Engineer's Office is proud to announce the scheduled resurfacing of 21.35 miles of road this year. The funding of the resurfacing consists of 2.85 miles with regular funding, .72 miles with solid waste funding, and 17.78 miles with sales tax funding for an estimated 1.52 million dollars.

Bids are scheduled to be taken on April 13th. With the recent increase in oil prices, we may have to adjust the program based on how the bids come in to still fit in the budget.

The following roads are scheduled for resurfacing next year:

Regular Funding	
County Road 5	North Corp of Zanesfield to CR 25
County Road 5	CR 50 to East Corp of Rushsylvania
County Road 25	CR 5 to SR 540
Solid Waste Funding	
County Road 25	SR 274 to N of TR 37 W
Sales Tax Funding	
County Road 5	North Corp of Zanesfield to County Line
County Road 8	SR 540 to SR 47
County Road 12	CR 26 to CR 50
County Road 20	CR 118 to CR 12
County Road 26	CR 5 to SR 292
County Road 50	CR 5 to CR 12
County Road 118	CR 9 to CR 20

2000 Chip and Seal Program

Due to an increase in asphalt prices, we are currently reviewing our chip and seal program to fit it into the budget. We hope to chip and seal at least 30 miles this year. Check out website for details, when its available.

2000 ESTIMATED ROADWAY COSTS

2000 Estimated Roadway Costs	
Pavement Markings	\$ 50,000
Roadside Mowing	\$ 60,000
Roadside Spraying	\$ 30,000
Replace and Construct Guardrail	\$ 15,000
Snow & Ice Control	\$ 300,000
Regrade Berms & Side Ditches	\$ 75,000
Grubbing and Tree Control	\$ 45,000
Routemarking	\$ 200,400
Durapatching	\$ 100,000
Bridge Program	\$ 536,423
Road Program	\$ 1,500,000
Chip and Seal Program	\$ 100,000
Repair Potholes	\$ 30,000
Total	\$ 3,041,823

2000 BRIDGE PROGRAM

The bridge crew once again has their work cut out for them as we have again planned an aggressive bridge program for 2000. The following structures are scheduled for replacement in 2000.

Many of these structures are being replaced ahead of the 2001 resurfacing program, and others have been closed for a while. They are all being replaced as a part of the 5 Year Plan.

2000 Bridge Program	
Regular Funding	
Structure	Material Cost
County Road 130-1.43 Bridge Replacement	\$ 50,336
County Road 130-3.97 Bridge Replacement	\$ 41,976
County Road 130-4.56 Bridge Replacement	\$ 84,348
County Road 9-4.61 Bridge Replacement	\$ 24,288
Township Road 157-1.63 Bridge Replacement	\$ 33,792
County Road 13-1.58 Bridge Rehabilitation	\$ 116,803
Total	\$ 351,543

Sales Tax Funding	
Structure	Material Cost
County Road 74-0.83 Bridge Replacement	\$ 30,000
County Road 117-0.94 Bridge Replacement	\$ 52,668
Township Road 238-0.43 Bridge Replacement	\$ 21,164
County Road 25-3.73 Bridge Replacement	\$ 22,264
County Road 49-4.25 Bridge Replacement	\$ 32,648
County Road 96-3.36 Bridge Replacement	\$ 26,136
Total	\$ 184,880

MOTOR VEHICLE REGISTRATIONS

1999 County of Logan Motor Vehicles Registrations	
Type of Registration	# of Units
Passenger Cars	33448
Motor Homes	439
Motorcycles	1601
House Vehicles	759
Mopeds	38
Non-Commercial Trailers	4180
Non-Commercial Trucks	11125
Farm Truck	316
Buses	34
Commercial Trailers	1583
Non IRP Trucks	2183
IRP Trucks	132
Total Vehicle Registrations in 1999	55838

The Office of the Logan County Engineer
1901 N. 1st St., Logan, OH 43131
Baltimore, OH 43111
Phone: (614) 592-3241
Fax: (614) 592-3028
Web Site: www.logan.oh.us/engineer

EXECUTIVE SUMMARY

175.54 Miles of County Road
303 Bridges
2,138 Signs
1,547 Culverts
Exp. Road Light Condition 1303
Exp. Road Light Condition 342

The Office of the Logan County Engineer

1991 CR 13, P.O. Box 427

Bellefontaine, OH 43311

Phone (937) 592-2791

Fax (937) 599-2658

Web Site: www.co.logan.oh.us/engineer

EXECUTIVE SUMMARY

373.54 Miles of County Road

303 Bridges

7,138 Signs

1,547 Culverts

Excellent/Good Condition-1202

Fair/Poor/Unknown Condition-345