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**OFFICE OF
THE
LOGAN COUNTY
ENGINEER**

**ANNUAL REPORT
2000-2001 ROAD REVIEW**

April 1, 2001

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

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Executive Summary

**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
Shirley Brunke	Anna Furrow	Bob Simmons
Becky Brandt		
Map Room		
Jon Hines	Suzie Yoesting	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, 2001

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

The following pages contain our annual report for 2001. On the back page, the reader will find a breakdown of the road miles, the number of bridges on our system, along with the number of signs and culverts we maintain. Also included in the report is what we accomplished in the year 2000 and what we plan to accomplish in 2001.

From the first year (1997) we used the Sales Tax revenue for improvements through the work we will accomplish this year, we will have reconstructed 137.1 miles of roadway (37% of our system) and replaced some 50 of our 300 bridges. We expect to reconstruct another 15 miles of roadway and 6 more bridges next year.

This year is the last full year of collection on the permissive Sales Tax passed by the voters in 1997. The five-year period for the tax ends on the last day of June 2002. Unfortunately if the Sales Tax is not renewed, then 2002 will be a smaller program than the previous four years, and there will not be any significant program in 2003.

As you are aware, our base budget comes from the license plate fees and the gas tax revenue. Those revenues fund all of our routine functions, including payroll, equipment purchases and overhead. While those revenues are increasing somewhat, they are not keeping up with the basic cost of doing business. The gas tax income has remained fairly steady for the past three years. The license plate revenues have increased more rapidly, but that is due to the increasing population that creates an even greater demand on our system. We are concerned that the success of the work performed using the Sales Tax is masking the problems with our normal funding from the public.

We have seen a dramatic increase in most material costs, the cost of health insurance for our employees, and the cost of Workers Compensation. The cost of fuel for our equipment and for heating our buildings has risen dramatically.

We have no local control over the basic revenues derived from license plate fees or from gas tax revenues. State law establishes those revenues and it is doubtful that any significant funding increase will come from Columbus. Governor Taft has, as did former Governor Voinovich, established a "no new taxes" policy that will prevent any legislation to increase funding for infrastructure. His budget does increase the amount of money to be taken from the gas tax revenue to build boat ramps. Instead of "doing more with less" we are now to the point we are "doing less with less".

In January, the Director of the Ohio Department of Transportation, Gordon Proctor testified before the Ohio House Finance Committee on the subject of

ODOT's budget. In his speech, he first pointed out that ODOT has been providing more Federal Highway funds to local governments than they are required to provide. We have known that for the past six years, ODOT has been providing those grant funds because ODOT recognizes the funding shortfall at the local level. He also warned that ODOT has maintained a small rate of growth by downsizing and that they have reached the target level of employment. In the future, ODOT will not be able to maintain the current slow rate of cost increases.

What the Director did not say, but what looms in the future, is that ODOT will one day have to reduce the amount of help given to local governments to maintain their own programs.

It is time for the public and the legislature to understand that a funding crisis exists in Ohio, with respect to the highway infrastructure. In January and February, a series of news programs focused on the funding plight of local governments. The Governor's proposal to build boat ramps with gas tax dollars is the administration's response to the problem.

We are, once again, going to be forced to ask the residents of Logan County to approve a locally imposed tax to continue the improvement of our local highway system, and we ask for your support in this effort.

Sincerely,

James K. Cox P.E., P.S.

Logan County Engineer

THE CONDITION OF OUR HIGHWAY SYSTEM

Since 1997 was the year the voters approved the sales tax, we feel it is appropriate to compare our conditions then with our conditions now.

We began our discussion in 1997 with a brief study of accidents on highways in Logan County. At that time, we had the fifth highest accident ratio of the 88 counties with 42.79 accidents per one thousand people. This ratio was based on the 1,870 accidents recorded in 1995. In 1999, our accident ratio had fallen to 32.21 accidents per one thousand people, a reduction of almost 25%. The 1999 accident ratio is below the state average of 34.41 and ranks Logan County at 50th of the 88 counties. From that time until now, the total number of accidents had fallen from 1,870 to 1,488. While we have been successful at lowering the accident figures, we need to continue our efforts.

In 1997, we determined that 127 miles of road were in poor condition. Our efforts since that time have reduced that to about 50 miles. Overall, we estimate that half of our system is good to excellent, 25% of our pavements are fair and 25% of our pavements are poor. Since we have been successful in lowering our accidents, it is time for us to begin developing a five-year plan with more weight given to condition.

While we have replaced 50 bad bridges, we are still behind the curve in providing the highway network our citizens deserve. Bad bridges are a major problem with the movement of goods and services on the secondary roads in the county. Every bridge on the county inventory is inspected annually and is rated using a formula to determine its adequacy. Bridges rated less than 50 are considered to need replacement. Since the bridges are inspected each year, the sufficiency rating also reflects deterioration. In 1997, we had 117 bridges needing to be replaced. Although we have replaced many bridges since that time, we still have 70 bridges that rate less than 50. This is the result of our old bridges continuing to rapidly deteriorate.

When we wrote our report in 1997, we had five bridges closed permanently. Although we have replaced four of the five closed bridges and reopened those roads, we have had to close four other bridges. So the total number of permanently closed bridges remains at five.

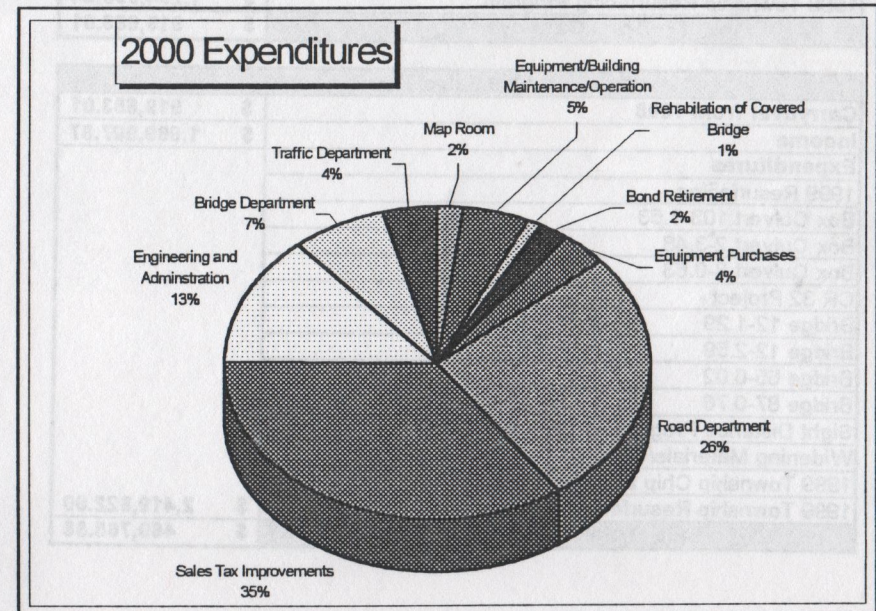
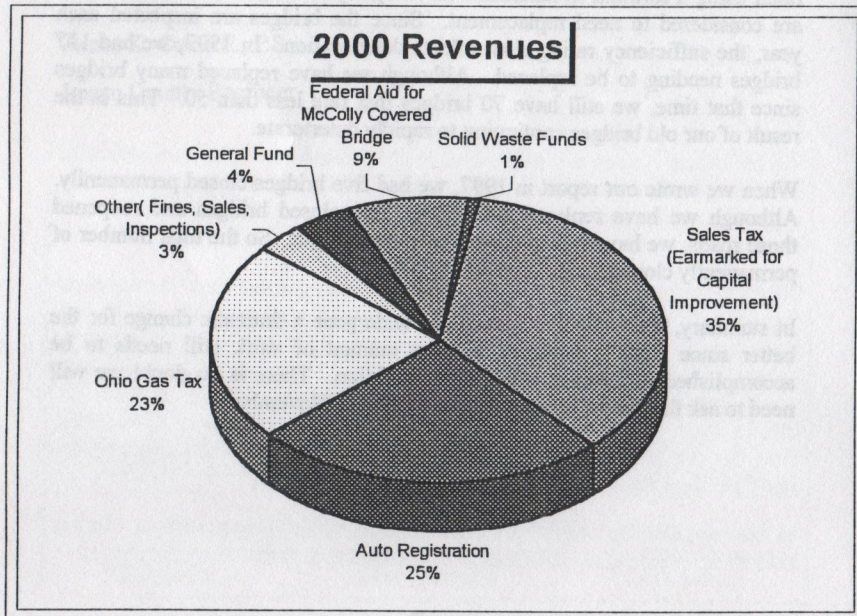
In summary, we know our system has undergone a dramatic change for the better since 1997. However, a great amount of work still needs to be accomplished to reach an acceptable condition. There is no doubt we will need to ask the public to renew the sales tax this November.

2000 REVENUES

2000 Revenues		
Sales Tax (Earmarked for Capital Improvement)	35%	\$ 2,134,714.98
Auto Registration	25%	\$ 1,539,561.29
Ohio Gas Tax	23%	\$ 1,378,130.41
Other(Fines, Sales, Inspections)	3%	\$ 193,025.95
General Fund	4%	\$ 260,000.00
Federal Aid for McColly Covered Bridge	9%	\$ 518,640.00
Solid Waste Funds	1%	\$ 50,000.00
Total		\$ 6,074,072.63

2000 EXPENDITURES

2000 Expenditures		
Road Department (Operation, Materials, Purchased Services)	26%	\$ 1,408,443.43
Sales Tax Improvements (Roads and Bridges)	35%	\$ 1,867,982.73
Engineering and Administration	13%	\$ 716,826.73
Bridge Department (Operation, Materials, Purchased Services)	7%	\$ 385,802.61
Traffic Department (Operation, Materials, Purchased Services)	4%	\$ 218,496.81
Map Room (Operation, Materials, Purchased Services, Leases)	2%	\$ 100,797.91
Equipment Maintenance/Operation & Building Operations	5%	\$ 267,491.58
Rehabilitation of Covered Bridge (Local Match in 2000)	1%	\$ 58,853.22
Bond Retirement (New Garage)	2%	\$ 118,045.00
Equipment Purchases	4%	\$ 198,387.72
Total		\$ 5,341,127.74



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 Bellefo	
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

2000 Sales Tax	
Carryover from 1999	\$ 469,768.88
Income	\$ 2,134,714.98
Expenditures	
CR 32 Project	
Bridge 117-0.94	
Bridge 49-4.22	
Safety Project: Widening on TR 150, 179 and 185	
Widening Materials/Conduits for 2001 Road Program	
2000 Resurfacing	
Bridge 74-0.84	
Bridge 229-0.57	
2000 Township Chip and Seal Program	
2000 Township Resurfacing Program	\$ 1,867,982.73
Total Carryover	\$ 736,501.13

2000 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 2000, working ahead of the 2001 road program, in addition to their normal maintenance duties. The 2000 Asphalt Concrete Paving Program totaled 1 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.

Project	Begin	End	Labor	Equipment	Material	Total Cost
2000 Logan County Regular Program						
5	N.Corp Zanesfield	E.Corp Rushsylvania	\$ 1,146.10	\$ 1,082.80	\$ 45,813.83	\$ 48,042.73
12	CR 26 W.	CR 50	\$ 10,939.51	\$ 15,223.73	\$ 177,148.28	\$ 203,311.52
23	CR 74	CR 58	\$ 902.73	\$ 68.70	\$ 116,410.70	\$ 117,382.13
24	CR 21	SR 235	\$ 404.08	\$ 31.20	\$ 94,302.31	\$ 94,737.59
58	CR 21	TR 207	\$ 150.79	\$ 15.60	\$ 35,192.83	\$ 35,359.22
Grand Total			\$ 13,543.21	\$ 16,422.03	\$ 468,867.95	\$ 498,833.19
2000 Logan County Solid Waste Funding Program						
25	2693'N. TR37	SR 274	\$ 644.25	\$ 612.80	\$ 45,713.05	\$ 46,970.10
Grand Total			\$ 644.25	\$ 612.80	\$ 45,713.05	\$ 46,970.10
2000 Logan County Sales Tax Program						
5	Rushsylvania N. Corp.	SR 273	\$ 5,508.01	\$ 5,170.75	\$ 281,547.37	\$ 292,226.13
8	SR 540	West Mansfield W.Corp	\$ 8,303.70	\$ 7,167.60	\$ 164,919.50	\$ 180,390.80
20	CR 118	CR 12	\$ 4,628.65	\$ 5,764.80	\$ 151,210.34	\$ 161,603.79
26	CR 5	SR 292	\$ 1,093.09	\$ 131.40	\$ 247,254.63	\$ 248,479.12
50	CR 5	CR 12 N.	\$ 4,342.44	\$ 5,475.70	\$ 104,776.21	\$ 114,594.35
118			\$ 3,788.36	\$ 4,054.50	\$ 44,235.23	\$ 52,078.09
Grand Total			\$ 27,664.25	\$ 27,764.75	\$ 993,943.28	\$ 1,049,372.28

2000 BRIDGE PROGRAM

Our bridge crew also had another outstanding year. In addition to the bridge crew repairing and replacing bridges and culverts, they 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 2000.

In 2000, the bridge crew replaced six structures. In addition, we rehabilitated the covered bridge on County Road 13.

Structures Replaced:

Township Road 238-0.43 Bridge Replacement
 County Road 130-3.97 Bridge Replacement
 Township Road 157-1.63 Bridge Replacement
 County Road 74-0.83 Bridge Replacement (started construction)
 County Road 117-0.94 Bridge Replacement
 County Road 49-4.25 Bridge Replacement

Structures Rehabilitated/Repaired:

County Road 13-1.58 Covered Bridge Rehabilitation

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

MCCOLLY COVERED BRIDGE REHAB



The Logan County Engineer's Office proudly announces the McColly Covered Bridge was chosen to receive an award from the Ohio Historic Preservation Office, the Federal Highway Administration, and the Ohio Department of Transportation as an Outstanding Example of Preservation, Rehabilitation, and Reuse of a Historic Bridge.

The award was presented at the OTEC 2000 Conference on October 31, 2000, during the luncheon at the Greater Columbus Convention Center.



On November 14, 2000, the Logan County Engineer's Office conducted a ribbon cutting ceremony for the opening of the McColly Covered Bridge with great attendance in the cold weather.



The McColly Covered Bridge rehabilitation/preservation project began construction January 24, 2000 and was completed by contractors on September 26, 2000. The LCEO completed the roadwork on November 7, 2000.



- Prime Contractor: The Righter Co., Inc.
Brad Nadolson, Vice President
Philip Thomas, Supervisor
- Subcontractors: Amos B. Schwartz Construction
All-State Painting & Contracting
- Inspector: Jacque Stahler, LCEO
- Project Manager: Stephanie Ann Goff, LCEO
- Design Firm: Burgess & Niple, Inc.
- County Engineer: James K. Cox, P.E., P.S.

EQUIPMENT PURCHASES

Major Equipment Purchased in 2000	
5210 2WD Cab Tractor including radio	\$ 25,365.68
3 Rotary Mowers	\$ 23,543.52
Hydraulic Broom	\$ 6,904.00
Truck 338 Tandem Dump Truck, plow, etc	\$ 107,966.00
Hydraulic Hammer for Excavator	\$ 6,500.00
Radio Units for Sheriffs Department	\$ 7,965.00
Portable Radios	\$ 3,650.00
Computer Software and Software Upgrades	\$ 4,682.50
Survey Equipment	\$ 11,511.02
Other	\$ 300.00
Total for 2000	\$ 198,387.72

SNOW & ICE CONTROL WINTER 2000-2001

Fall/Winter 2000			
Regular Hours	1,243.05	hours	\$ 25,468.90
Overtime Hours	1,200.37	hours	\$ 39,466.07
Grit (salt and #9 stone)	3,629.15	tons	\$ 60,243.89
Amoritized Equipment Cost			\$ 71,431.84
Total			\$ 196,610.70

Winter 2001			
Regular Hours	933.71	hours	\$ 19,922.70
Overtime Hours	642.06	hours	\$ 20,995.14
Grit (salt and #9 stone)	2,892.99	tons	\$ 48,023.63
Amoritized Equipment Cost			\$ 46,810.75
Total			\$ 135,752.22

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 reflectivity, 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 1999 and 2000.

A complete copy of the building authority annual report is available from them. This is just excerpts from the annual report. There will be changes in the way calculations are made in this year's building authority report as compared to 1999. The reasons being are to help us more readily define the different categories where permits are issued and due to change in state law as to the definition of a single-family dwelling. Previously, plumbing permits on a new home within the villages were included in the category of total new home permits issued. These are now shown as their own category. With the O.R.C. revised definition of manufactured dwellings installed on a permanent foundation (along with other criteria) now being classified as a single family dwelling, these will be included in permits issued for new home construction. You will see the reflection in the permit revenue increase and the total mfg. home permit decrease. There is also a line showing the total new dwellings started. This is for all new starts including single and double wides installed on piers only.

The year was down a little more than originally projected. There are many factors involved. Construction as a whole remained stable in the county, as in the rest of the U.S., however most new construction increase in the U.S. was in the commercial and multifamily housing industry. Single family started to decline slightly toward the end of the year. We normally have a push from mid November through the end of December but extra cold weather and a presidential election year did play to the results.

As mentioned earlier in this report some contractors and homeowners try to use this office as either their field supervision or punch-list personnel. You can see the reflection in inspections. All in all we expect 2001 to be the norm without any noticeable drop off in permits issued. This is already reflected at the start of this year with interest rates having dropped and the permit applications already submitted. We will attempt to cut back on the miles driven per inspection trip and to increase the inspections made per stop. This should help with time and cost per permit.

An area we need to address in 2001 is what to do about finalizing permits. Either not calling for or failing final inspections and not calling for the reinspect is an ongoing problem. Getting a final approval and issuing a "Certificate of Occupancy" before moving in is something all jurisdictions have to contend with. I have a few ideas to help cut back on this situation. They will be presented later this year in an attempt to formalize for the beginning of 2002.

Revenue			
	2000	1999	% of Change
Permit revenue	\$ 87,940.00	\$ 86,055.00	2%
Contractor Reg.	\$ 24,100.00	\$ 25,300.00	-5%
Plbg Inspection Fees	\$ 18,072.00	\$ 17,846.00	1%
Reinspect Fees	\$ 1,225.00	\$ 2,400.00	-49%
Code Books	\$ 381.00	\$ 932.00	-59%
Misc	\$ 114.25	\$ 55.78	105%
Total Revenue	\$ 131,832.25	\$ 132,588.78	-0.6%

Permits Issued			
	2000	1999	% of Change
Total of new homes*	218	194	12%
Total of new Mfg. Homes**	16	81	-80%
Total of "Other" permits	165	167	-1%
Total plumbing permits	9		
Total of all permits	408	442	-8%

*stick built-125; ind units-30; mfg on perm frnd -63

**sgl & dbl installed on piers only

Expenditures			
	2000	1999	% of Change
Total salaries	\$ 80,276.66	\$ 83,576.02	-4%
PERS, W/C & Medicare	\$ 10,579.45	\$ 13,372.66	-21%
Supplies	\$ 2,613.13	\$ 3,026.01	-14%
Contract services	\$ 5,317.39	\$ 3,667.40	45%
Contract repair	\$ 669.00	\$ 1,599.77	-58%
Equipment	\$ 9,881.96	\$ 15,731.00	-37%
Other expenses	\$ 3,457.73	\$ 3,227.29	7%
Code Books	\$ 496.50	\$ 644.00	-23%
Total Expenditures	\$ 113,291.82	\$ 124,844.15	-9%

Inspections			
	2000	1999	% of Change
Bldg/Structural	1368	1402	-2%
Electrical inspections	856	877	-2%
HVAC inspections	487	394	24%
Plumbing inspections	627	546	15%
Special inspections	66	39	69%
Total reinspections*	461	432	7%
% of reinspections	13.5% of all	13% of all	4%
Total inspections	3404	3258	4%

* % 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 2000, they processed approximately 320 (453 in 1999) new property splits and checked over 2,700 deeds transferring property. We also have checked approximately 145 easements and right-of-way documents, and reviewed 7 (14 in 1999) new plats, and created approximately 200 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.

As many of you may recall, our office is working with the Logan County Auditor to update our current tax mapping. This has been a very long and slow process, but we are beginning to see the light at the end of the tunnel.

After several set backs, we have now had preliminary training on the methods that we will use to update the tax maps when they are completed. This has helped us tremendously.

The Map Room employees are now able to make some of the corrections while they review the maps, which has increased the turn around time by at least ten fold. This allows us to send the digital copies of the corrections on disk and there is no confusion by the consultant, Sanborn Map Co., as we had when we were writing several corrections on the paper maps. Currently 50% of the county maps have been reviewed.

We are still pounding away at this project and hope to finally complete it yet this spring.

2001 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.

Federal Aid Funding

The Logan County Engineer's Office announces that S.E. Johnson Companies, Inc. was awarded a resurfacing contract for \$1,176,161.14 with 80% of this contract being funded with federal aid dollars. This portion of the 2001 County Resurfacing Program consists of 18.18 miles and will be completed August 1, 2001.

<i>Federal Aid Funding</i>	
County Road 9	SR 47 to CR 118
County Road 11	TR 32 to CR18/Penn Central RR
County Road 10	Bellefontaine Corp to TR 55
County Road 18	CR 43 to CR 11
County Road 32	CR 11 to CR 130

County Road 130 Bellefontaine Corp to US 33

Sales Tax Funding

The Logan County Engineer's Office announces that Northwood Stone and Asphalt was awarded a resurfacing contract for \$734,149.70 on February 8, 2001. This portion of the 2001 County Resurfacing Program consists of 12.72 miles and will be completed September 1, 2001.

In addition, County Road 52 will be reclaimed and stabilized before resurfacing, due to its failing base. Reclaiming and stabilizing consists of pulverizing the existing surface and base of County Road 52 to a depth of 10 inches and a width of 22 feet. During this process, the contractor will incorporate into the pulverized base a stabilizer that will hydrate to stabilize the base.

<i>Sales Tax Funding</i>	
County Road 52	Shelby Co Line to CR 54
County Road 53	SR 274 to CR 52
County Road 87	TR 84 S to TR 83 S
County Road 91	SR 235 to CR 54/Lewistown
County Road 106	Belle Center Corp to Logan/Hardin Co Line
County Road 111	US 68 to CR 112 S
County Road 113	US 68 to West Corp Rushsylvania
County Road 225	Shelby/Logan Co Line to CR 23

2001 ROAD PROGRAM (cont.)

Issue 2 Funding

The Logan County Engineer's Office will sell a contract in June 2001 for the Issue 2 portion of the road program. This portion of the 2001 County Resurfacing Program consists of 9.68 miles and will be completed September 1, 2001.

Issue 2 Funding	
County Road 9	CR 118 to Penn St RR
County Road 10	TR 55 to West Corp of Zanesfield
County Road 18	TR 45 to CR 43
County Road 39	TR 100 S. Corp of BelleCenter
County Road 49	CR 57 to SR 274
County Road 97	CR 39 to CR 96

 * **This will be our largest amount of resurfacing** *
 * **accomplished in one year!!** *

2001 Chip and Seal Program

Due to the current conditions of our road and the effect the spring thaw has had on them, we are currently in the process of developing our chip and seal program. Check our website for details.

County Road 118	CR 118 to Penn St RR
County Road 110	TR 55 to West Corp of Zanesfield
County Road 18	TR 45 to CR 43
County Road 39	TR 100 S. Corp of BelleCenter
County Road 49	CR 57 to SR 274
County Road 97	CR 39 to CR 96

2001 SAFETY IMPROVEMENTS

County Road 130 Sight Distance Improvement to Reduce Accidents

The Logan County Engineer's Office announces a safety improvement project on County Road 130 at the intersection of County Road 57.

Due to a sight distance problem at the intersection of CR 130 and CR 57, we have developed plans to cut 5 ½ feet of depth from the hill to improve the sight distance. In addition, a right turn lane from CR 130 to CR 57 will be added. This project has involved cooperation from many in order to initiate this project and is greatly appreciated.

Logan County highway crews have temporarily relocated the Nash Finch fence to allow for the work. Over the next few weeks, crews from Sprint, Jaytel/Quest, Logan County Co-op, Charter Cable, and the City of Bellefontaine will relocate all their utility facilities in this section to accommodate this project.

Construction for the safety improvement is expected to last 2 months, weather permitting.

In addition, two bridges will be replaced on CR 130. One just outside of Bellefontaine near Morgan Tool (formally Hunts Food) and one just north of Carter Lumber. After the completion of these projects, CR 130 will be resurfaced from Bellefontaine to Huntsville.

FEDERAL AID RECEIVED TO REHABILITATE COVERED BRIDGE

The Logan County Engineer's Office announces that we have been awarded federal aid to rehabilitate the Richman Covered Bridge on County Road 21 over the South Fork of the Miami River. This bridge is listed on the National Register of Historic Places. The project will include repainting the bridge, repairing the deck, and improving the approach roads. The project is expected to be completed in late 2001.

The Logan County Engineer's Office is currently in the process of developing a safety improvement project on County Road 130 at the intersection of County Road 57. This project will include cutting 5 ½ feet of depth from the hill to improve the sight distance, and adding a right turn lane from CR 130 to CR 57. This project has involved cooperation from many in order to initiate this project and is greatly appreciated.

2001 ESTIMATED ROADWAY COSTS

2001 Estimated Roadway Costs	
Pavement Markings (Grant)	\$ 150,000
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(federal aid, issue 2, sales tax)	\$ 2,500,000
Chip and Seal Program	\$ 120,000
Repair Potholes	\$ 30,000
Total	\$ 4,161,823

2001 BRIDGE PROGRAM

The bridge crew once again has their work cut out for them as we have again planned an aggressive bridge program for 2001. The following structures are scheduled for replacement in 2001.

Many of these structures are being replaced ahead of the 2001/2002 resurfacing program, and others have been closed for a while. They are all being replaced as a part of the 5 Year Plan.

Regular Funding

- County Road 9-4.96 Replacement
- County Road 130-4.52 Replacement
- County Road 130-1.43 Replacement
- County Road 225-0.02 Replacement
- Township Road 29-7.21 Replacement
- Township Road 29-8.56 Replacement
- County Road 88-0.47 Replacement
- County Road 153-8.80 Replacement

Sales Tax Funding

- County Road 74-0.84 Replacement
- County Road 52-0.02 Rehabilitation
- County Road 74-0.71 Replacement
- County Road 229-0.57 Replacement
- County Road 54-4.72 Replacement
- County Road 54-6.38 Replacement
- County Road 21-4.53 Replacement
- County Road 21-3.07 Replacement

FEDERAL AID RECEIVED TO REHABILITATE COVERED BRIDGE

The Logan County Engineer's Office announces that we have been awarded funds to rehabilitate/preserve the Bickham Covered Bridge on County Road 38 over the South Fork of the Miami River. This bridge is funded 80% by the Transportation Enhancement Program (federal funds limited to \$578,720) and the remaining 20% from local funds for a total of \$723,400. This project is scheduled to be completed by July 1, 2002.

The Bickham Covered Bridge is one of only two remaining covered bridges in Logan County. This 98-foot Howe truss bridge was constructed in 1877 and has undergone several rehabilitations over the years. The proposed rehabilitation/preservation project will provide a major structural upgrade and cosmetic facelift for the Covered Bridge, while preserving the historical integrity.

MOTOR VEHICLE REGISTRATIONS

2000 County of Logan Motor Vehicles Registrations	
Type of Registration	# of Units
Passenger Cars	33988
Motor Homes	445
Motorcycles	1759
House Vehicles	849
Mopeds	56
Non-Commercial Trailers	4537
Non-Commercial Trucks	11425
Farm Truck	316
Buses	35
Commercial Trailers	1745
Non IRP Trucks	2185
IRP Trucks	136
Total Vehicle Registrations in 2000	57476
<i>Total Vehicle Registrations in 1999</i>	<i>55838</i>

SOURCE: State of Ohio, Bureau of Motor Vehicles

2000 CENSUS

Township	1990 Census	2000 Census	% Change
Bloomfield township	395	419	6.1%
Bokescreek township	1,417	1,308	-7.7%
Harrison township	2,077	2,093	0.8%
Jefferson township	2,104	2,946	40.0%
Lake township	12,227	12,492	2.2%
Liberty township	2,999	3,126	4.2%
McArthur township	1,746	1,949	11.6%
Miami township	2,352	2,352	0.0%
Monroe township	1,274	1,503	18.0%
Perry township	905	1,022	12.9%
Pleasant township	889	1,082	21.7%
Richland township	2,132	2,455	15.2%
Rushcreek township	1,944	2,191	12.7%
Stokes township	4,991	5,367	7.5%
Union township	668	787	17.8%
Washington township	3,486	3,945	13.2%
Zane township	704	968	37.5%
Unincorporated Areas	20,910	23,416	12.0%
Incorporated Areas	21,400	22,589	5.4%
Logan County	42,310	46,005	8.7%

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

EXECUTIVE SUMMARY

373.26 Miles of County Road

303 Bridges

7,138 Signs

1,547 Culverts

Excellent/Good Condition-1202
Fair/Poor/Unknown Condition-345