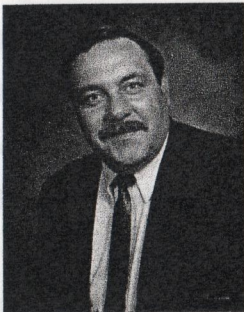


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OFFICE OF THE LOGAN COUNTY ENGINEER

ANNUAL REPORT 2001-2002 ROAD REVIEW

April 1, 2002



*James K. Cox, P.E., P.S.
Logan County Engineer
Retired 12/31/2001*



*Scott C. Coleman, P.E., P.S.
Logan County Engineer
Appointed 1/09/2002*

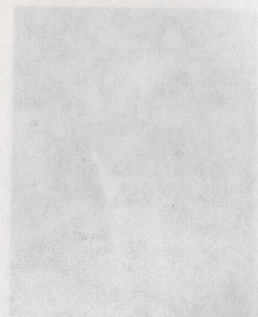
OFFICE OF
THE
LOGAN COUNTY
ENGINEER

ANNUAL REPORT
2001-2002 ROAD REVIEW

April 1, 2002



Scott C. Coleman, P.E., P.S.
Logan County Engineer
Appointed 10/2002



James K. Cox, P.E., P.S.
Logan County Engineer
Rehired 12/15/2001

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

County Engineer		
James K. Cox, P.E., P.S. (retired 12/31/01) Scott C. Coleman, P.E., P.S. (appointed 1/09/02)		
Engineering Department		
Stephanie Ann Goff	Harvey L. Grimes	Curtis D. Dill
Anna Furrow	Jennifer Ganson	Charles Nichols
Shirley Brunke	Kristin Knight	Bob Simmons
Becky Brandt		
Map Room		
Jon Hines	Suzie Yoesting	Jayma Burkhammer
Road Department		
Bob Schrader	Butch Banning	Ronald George
Larry Strayer	John Berry	Robert Smith
Larry Artis	Dan McMillen	Jim Armentrout
Jackie Norviel	John Spencer	Ron Hanson
Mike Miller	Mark Hilty	Clyde Ball
Todd Coleman	Richard Cooksey	Jim Logan
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, 2002

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 that we maintain. Also included in this report is what we accomplished in the year 2001 and what we plan to accomplish in 2002.

Since the beginning of the sales tax for roads and bridges in 1997, we have invested over \$7.3 million in the reconstruction of our local roads and bridges. Last year, with a combination of sales tax funds and both federal and state grants, we were able to reconstruct over 43.25 miles of county highways. We were able to generate over \$1.5 million grant dollars by using sales tax revenue as local matching funds last year. Additionally, we plan to reconstruct nearly 21 miles of highways and 9 more bridges this year.

In November of last year, we went back to the public and asked them to renew the sales tax for another five years. We explained that our goal was to repair the worst roads and bridges first. On election night, the public support of this program was overwhelming. The public voted to renew the sales tax by a margin of nearly 2 to 1. We greatly appreciate the community support that we have received.

2001 was another very busy year for the Engineer's Office. As is usual, we began and ended our year with snow and ice control, though the end of 2001 was a very mild winter. I certainly do not think we could have asked for any better weather in November and December as far as snow and ice control are concerned. Details of the snow control costs are included in the following pages of this report.

County Road 130 was closed most of the summer for the replacement of two bridges and a major reconstruction near Nash Finch, which included a hill-cut and the addition of a turn lane at CR 57. The sight distance at the intersection of CR 130 and CR 57 had been a concern for many years. There had been several accidents attributed to sight distance problems and high speed traffic. Another concern was that a number of trucks, delivering to Nash Finch, were turning onto and off CR 57. The addition of the turn lane was designed to try to eliminate the problems related to high speed traffic approaching slower traffic attempting to turn onto CR 57. By the end of the summer, CR 130 had been reconstructed from Bellefontaine to Huntsville with new bridges and improved sight distance.

The intersection of CR 96 and CR 97 was also reconstructed to improve sight distance for safety reasons. This intersection is located very close to where an abandoned railroad grade crosses the road. After the tracks were removed several years ago, the crest in the road remained. Sight distance was very poor from every direction at this three way intersection. This project consisted of removing the old railroad bed and rebuilding the road base prior to paving of the intersection. This work now allows vehicle operators to see traffic from all

directions.

With a combination of sales tax funding and township funds, 17.8 miles of township highways were resurfaced with asphalt concrete and 7.41 miles were chip-sealed. These projects totaled \$706,885. As the administrator and steward of the funds, the Logan County Engineer's Office develops the construction plans and specifications for the roads and bridges that the townships choose to improve with their portion of the sales tax funds. It should be noted that over the life of the sale tax funding to date, the townships, as a whole, have more than matched the sale tax dollars used to upgrade the township infrastructure.

Our office designed and inspected the construction of the relocation of Township Road 157 in Zane Township. This project began as a means of creating safer traffic patterns for the residents on TR 157, the general public, and Midwest Express Inc. The plan was to route existing TR 157 around the Northwest side of the new Midwest warehouse facility. This plan allowed for separating the commercial truck traffic from personal passenger vehicles. The road work was completed in December, but the contractor will have to return in the spring to repair the seeding. The bid price for this project was \$303,918. Also as part of the overall agreement for this reconstruction, the Zane Township trustees began widening TR 157 from CR 153 to the beginning of the above project near bridge 157-1.61.

The railroad overpass of CR 11 between CR 18 and S. Detroit Street was removed due to falling concrete from the bridge deck posing a danger to motorists. This structure had been a problem in our community for many years. Due to its low clearance, many delivery trucks had crashed into it over the years. The impacts of these vehicles had helped to loosen the concrete on the old deck. The delaminated concrete began to fall on passing traffic and posed a serious danger to the public. This work was performed by County and City of Bellefontaine crews and part of the \$24,437 cost was shared by the West Central Ohio Port Authority.

Work began in September on the construction of our new salt and grit storage facility. We have estimated that this new facility can hold up to 1,000 tons of salt and an additional 1,000 tons of mixed salt and grit. This should be enough storage to allow us to treat our county highways, and supply the other local governments that purchase material here, through an average winter without being dependant upon constant salt deliveries. The main benefit will be that Logan County should never again be at the mercy of the salt delivery companies during severe winter weather conditions. The bid price for this facility was \$243,900. Building construction was completed in January of 2002, but final grading and seeding of the site will be completed in the coming spring.

The roads and bridges sales tax income for 2001 was \$2,164,973.50.

Sincerely,
Scott C. Coleman, P.E., P.S.
Logan County Engineer

THE CONDITION OF OUR HIGHWAY SYSTEM

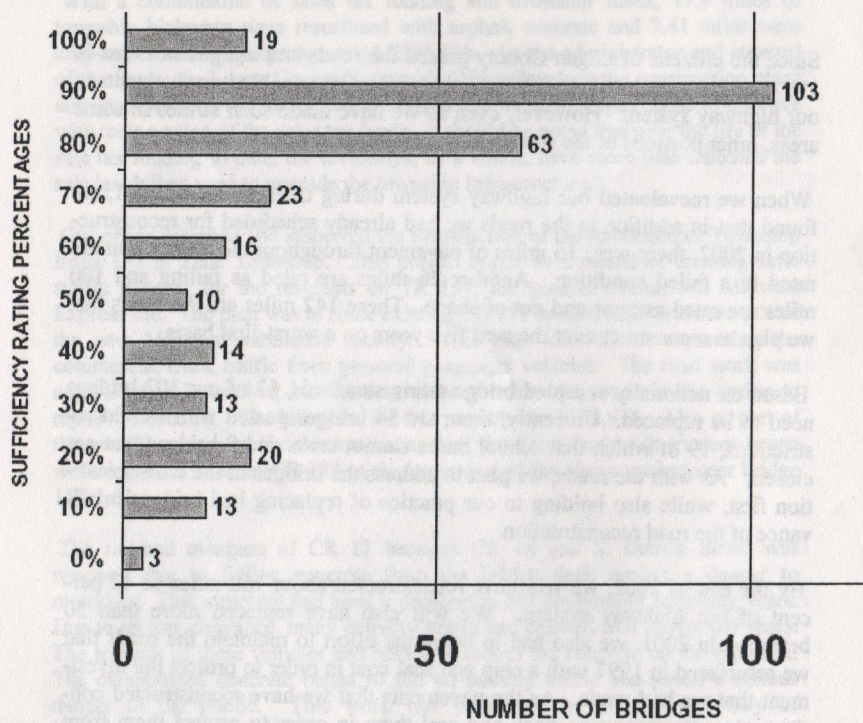
Since the citizens of Logan County passed the roads and bridges sales tax in 1997, we have been able to achieve otherwise unimaginable improvements to our highway system. However, even as we have made such strides in some areas, other portions of the system have continued to deteriorate and fail.

When we reevaluated our highway system during the summer of 2001, we found that in addition to the roads we had already scheduled for reconstruction in 2002, there were 16 miles of pavement throughout the county that are rated in a failed condition. Another 26 miles are rated as failing and 100 miles are rated as poor and out of shape. These 142 miles are the roads that we plan to reconstruct over the next five years on a worst-first basis.

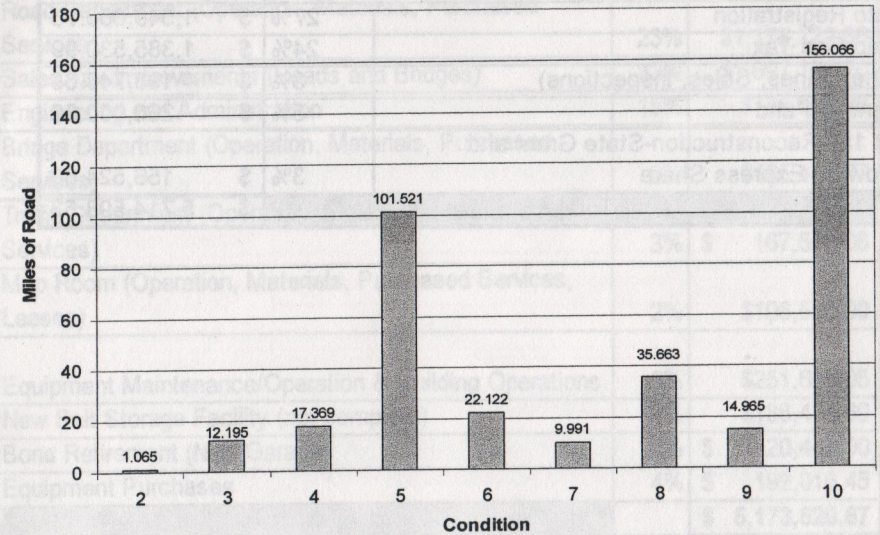
Based on nationally accepted bridge rating standards, 63 of our 302 bridges need to be replaced. Currently, there are 54 bridges posted with weight restrictions, 19 of which that school buses cannot cross and 9 bridges that are closed. As with the roads, we plan to address the bridges in the worst condition first, while also holding to our practice of replacing bad bridges in advance of the road reconstruction.

By the end of 2002, we will have reconstructed about 160 miles or 42 percent of our highway system. We will also have replaced more than 50 bridges. In 2001, we also had to begin the effort to maintain the roads that we resurfaced in 1997 with a chip and seal coat in order to protect the investment that we had made. As the pavements that we have reconstructed continue to age we must go back and seal them in order to protect them from water penetration and advanced deterioration that will occur without such treatment. Though we have achieved many improvements over the past 5 years, it will require a continued effort to maintain those improvements and expand our progress.

BRIDGE CONDITION BY SUFFICIENCY RATING



ROAD CONDITION BY CONDITION RATING



Excellent Pavement Condition	10
Oxidized Surface	9
Minor Cracking and Oxidation	8
Open Cracks and Oxidation	7
Out of Shape and Minor Breakup	6
Out of Shape and Patches	5
Out of Shape, Patches and Pavement Failure	4
Pavement and Base Failing	3
Critical Condition due to Failure	2

Note: This condition report summary is based on the condition of each segment of road (intersection to intersection along the road) to give an overall condition of our county. The actual amount of miles we would resurface would actually be greater in order to resurface sections of roads rather than just segments that are bad.

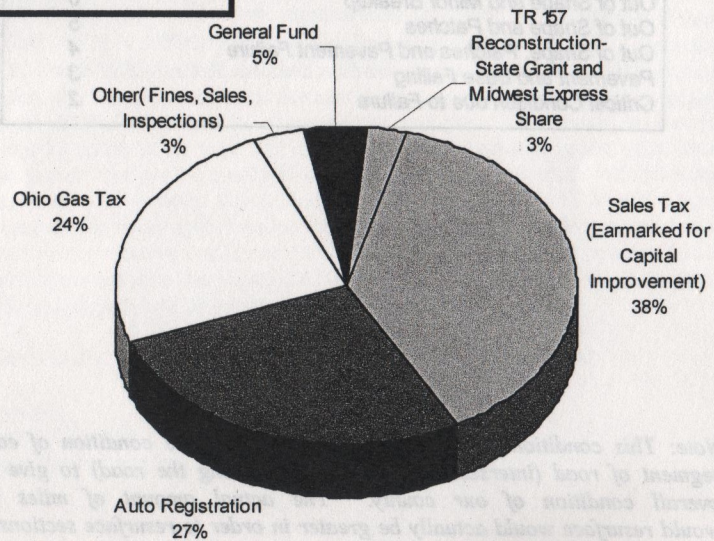
2001 REVENUES

2001 Revenues		
Sales Tax (Earmarked for Capital Improvement)	38%	\$ 2,164,793.50
Auto Registration	27%	\$ 1,549,000.76
Ohio Gas Tax	24%	\$ 1,385,530.99
Other(Fines, Sales, Inspections)	3%	\$ 198,748.68
General Fund	5%	\$ 260,000.00
TR 157 Reconstruction-State Grant and Midwest Express Share	3%	\$ 156,524.60
Total		\$ 5,714,598.53

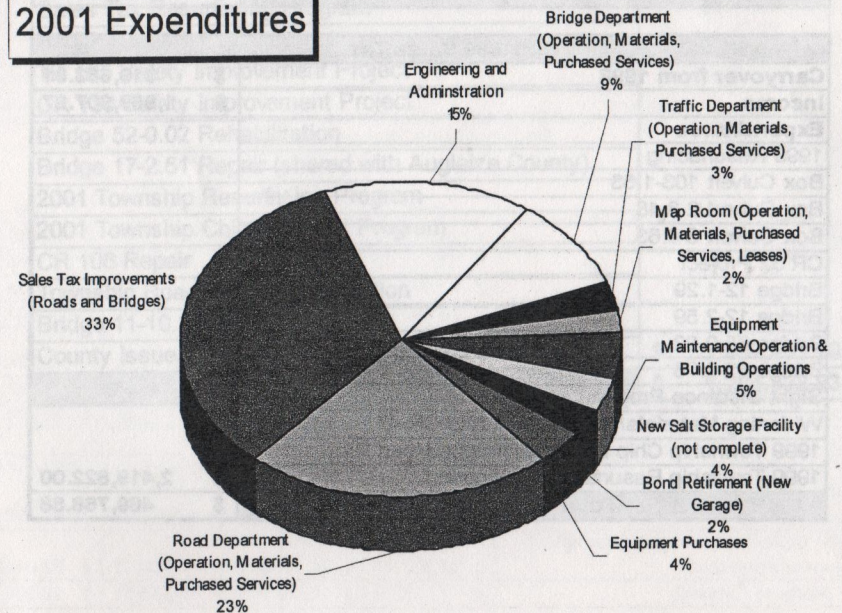
2001 EXPENDITURES

2001 Expenditures		
Road Department (Operation, Materials, Purchased Services)	23%	\$1,178,722.86
Sales Tax Improvements (Roads and Bridges)	33%	\$1,697,151.70
Engineering and Administration	15%	\$785,611.28
Bridge Department (Operation, Materials, Purchased Services)	9%	\$485,446.77
Traffic Department (Operation, Materials, Purchased Services)	3%	\$ 167,550.06
Map Room (Operation, Materials, Purchased Services, Leases)	2%	\$108,595.90
Equipment Maintenance/Operation & Building Operations	5%	\$251,636.05
New Salt Storage Facility (not complete)	4%	\$186,444.60
Bond Retirement (New Garage)	2%	\$ 120,445.00
Equipment Purchases	4%	\$ 192,016.45
Total		\$ 5,173,620.67

2001 Revenues



2001 Expenditures



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

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
2001 Sales Tax	
Carryover from 2000	\$ 736,501.13
Income	\$ 2,164,973.50
Expenditures	
Bridge 74-0.84 Replacement	
Bridge 229-0.57 Replacement (continued)	
Federal Aid Resurfacing Program (20% match)	
Sales Tax Resurfacing Program	
Bridge 74-0.71 Replacement	
TR 185 Safety Improvement Project	
CR 130 Safety Improvement Project	
Bridge 52-0.02 Rehabilitation	
Bridge 17-2.51 Repair (shared with Auglaize County)	
2001 Township Resurfacing Program	
2001 Township Chip and Seal Program	
CR 106 Repair	
Township Road 157 Reconstruction	
Bridge 11-10.25 Removal	
County Issue 2 Resurfacing Program (20% match)	\$ 1,697,151.70
Total Carryover	\$ 1,204,322.93

2001 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 2001, working ahead of the 2002 road program, in addition to their normal maintenance duties. In addition, the road crew constructed the CR 130 safety improvement project, and the CR 96/97 safety improvement project. The costs listed include labor (based on hourly wages of workers and all benefits), amortized equipment, and materials (asphalt and berming stone).

ROAD	FROM	TO	Labor	Equipment	Material	TOTAL
52	SHELBY CO. LINE	CR 54	\$ 4,685.76	\$ 1,398.80	\$ 235,166.03	\$ 241,250.59
53	SR 274	CR 52 END	\$ 458.15	\$ 24.00	\$ 95,485.24	\$ 95,967.39
87	TR 84 SOUTH	TR 83 SOUTH	\$ 191.59	\$ 26.70	\$ 39,280.66	\$ 39,498.95
91	SCHOOL ENTRANCE	CR 54 LEWISTOWN	\$ 667.70	\$ 36.80	\$ 68,168.12	\$ 68,872.42
96	SR 117	CR 97 NEW RICHLAND	\$ 724.71	\$ 27.90	\$ 130,877.37	\$ 131,629.98
106	BELLE CENTER CORP. LINE	LOGAN-HARDIN CO. LINE	\$ 233.24	\$ 8.10	\$ 21,584.10	\$ 21,825.44
111	US 68	CR 112S, TR 112 N.	\$ 266.56	\$ 15.00	\$ 66,623.78	\$ 66,905.34
113	US 68	WEST CORP. RUSHSVLVANIA	\$ 458.15	\$ 21.00	\$ 93,529.58	\$ 94,008.73
225	SHELBY-LOGAN LINE	CR 23	\$ 1,173.75	\$ 1,289.30	\$ 22,191.91	\$ 24,554.96
259	CR 97	CR 39	\$ 33.32	\$ 6.30	\$ 4,129.20	\$ 4,168.82
GRAND TOTAL SALES TAX AND REGULAR FUNDING			\$ 8,892.93	\$ 2,863.70	\$ 777,056.99	\$ 788,813.62
9	SR 47	CR 119 E.	\$ 1,532.72	\$ 41.70	\$ 330,793.73	\$ 332,368.15
10	E. CORP BELLEFONTAINE	TR 55	\$ 1,016.28	\$ 35.40	\$ 95,498.56	\$ 96,550.22
11	TR 32	PENN CENTRAL RR	\$ 600.15	\$ 23.40	\$ 89,396.38	\$ 90,019.93
18	CR 43 W.	CR 11 END	\$ 2,084.83	\$ 99.90	\$ 155,073.38	\$ 157,257.91
32	CR 11	CR 130	\$ 1,024.59	\$ 44.10	\$ 166,371.38	\$ 167,440.07
130	N. BELLEFONTAINE CORP	US RT. 33-SR 117	\$ 2,728.14	\$ 128.70	\$ 370,775.81	\$ 373,632.65
GRAND TOTAL FEDERAL AID			\$ 8,986.49	\$ 373.20	\$ 1,207,909.24	\$ 1,217,268.93

Review of Some Expenses

	Labor	Amortized Equipment	Materials and Contractor Work	Total
Mowing	\$ 29,046.15	\$ 33,245.50	\$ -	\$ 62,291.65
Hand Patching	\$ 52,963.13	\$ 25,002.21	\$ 59,631.34	\$ 137,596.68
Durapatching	\$ 22,144.10	\$ 18,688.90	\$ 10,801.40	\$ 51,634.40
Cutting Trees, etc	\$ 76,402.83	\$ 51,428.37	\$ 766.06	\$ 128,597.26
Culvert Repair/Replacement (not related to resurfacing)	\$ 2,727.93	\$ 955.16	\$ 791.62	\$ 4,474.71
Sign Repair	\$ 3,611.06	\$ 456.00	\$ 1,240.07	\$ 5,307.13
Sign Repair (Vandalism)	\$ 7,311.68	\$ 996.10	\$ 2,562.42	\$ 10,870.20
Projects (including engineering)				
TR 157 (as of 3/11/02)	\$ 65,378.03	\$ 3,515.75	\$ 294,917.81	\$ 363,811.59
CR 130 Safety Improvement (does not include resurfacing costs)	\$ 75,324.58	\$ 58,250.04	\$ 117,681.81	\$ 251,256.43
CR 96/97 Safety Improvement (does not include resurfacing costs)	\$ 33,997.47	\$ 32,687.81	\$ 5,960.12	\$ 72,645.40
CR 11 Overpass Removal	\$ 7,515.79	\$ 2,183.50	\$ 9,685.02	\$ 19,384.31

2001 Chip and Seal Program Completed

Road	Begins	Ends	Distance Miles	Labor	Amortized Equipment	Materials	Total
1	SR 245	Lake Ave	6.38	\$ 7,943.85	\$ 6,633.60	\$ 22,981.23	\$ 37,558.68
10	Bellef. Corp	Zanesfield	3.25	\$ 2,201.57	\$ 1,692.15	\$ 4,786.59	\$ 8,680.31
11	CR 31	CR 32	3.53	\$ 2,079.34	\$ 1,959.05	\$ 12,113.79	\$ 16,152.18
12	SR 292	CR 28	2.95	\$ 2,037.25	\$ 1,770.45	\$ 9,300.95	\$ 13,108.65
13	CR 21	SR 235	2.57	\$ 1,353.54	\$ 1,325.90	\$ 8,479.77	\$ 11,159.21
21	CR 58	SR 274	4.32	\$ 2,284.62	\$ 2,154.20	\$ 14,276.68	\$ 18,715.50
25	SR 47	CR 9	2.08	\$ 1,779.01	\$ 1,100.00	\$ 7,128.53	\$ 10,007.54
31	CR 43	CR 11	1.52	\$ 924.45	\$ 860.50	\$ 5,221.53	\$ 7,006.48
35	SR 235	CR 47	1.95	\$ 896.64	\$ 862.50	\$ 2,875.44	\$ 4,634.58
44	CR 15	TR 160	1.96	\$ 1,544.64	\$ 1,395.70	\$ 5,839.77	\$ 8,780.11
60	CO LINE	CR 54	4.48	\$ 2,541.28	\$ 2,331.20	\$ 14,304.83	\$ 19,177.31
66	CR 31	SR 706	0.89	\$ 1,285.68	\$ 1,159.00	\$ 2,865.99	\$ 5,000.57
77	CR 34	CR 21	2.07	\$ 1,000.28	\$ 936.15	\$ 5,927.97	\$ 7,864.40
113	SR 638	US 68	1.20	\$ 900.21	\$ 713.51	\$ 3,495.74	\$ 5,109.46
118	CR 20	CR 5	1.36	\$ 1,515.89	\$ 1,251.33	\$ 4,747.80	\$ 7,515.02
255	SR 235	SR 235	0.47	\$ 464.50	\$ 438.00	\$ 182.89	\$ 1,085.19
277	CO LINE	CR 44	0.77	\$ 777.80	\$ 662.70	\$ 3,341.26	\$ 4,781.76
Total Chip and Seal Program			41.72	\$ 31,610.66	\$ 27,246.94	\$ 127,660.48	\$ 186,406.86
291	CR 28	Ran out of material	0.11	\$ 179.84	\$ 126.60	\$ 244.50	\$ 550.94
Total Chip and Seal Program				\$ 31,690.39	\$ 27,372.54	\$ 127,894.98	\$ 186,957.89

2002 BRIDGE PROGRAM

Our bridge crew again has 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, 2002, all of the annual bridge inspections were complete.

The bridge crew replaced 8 structures and rehabilitated one with a new super-structure.

Structures Replaced:

- County Road 9 - 4.96 Bridge Replacement
- County Road 130 - 4.52 Bridge Replacement
- County Road 130 - 1.42 Bridge Replacement
- County Road 88 - 0.47 Bridge Replacement
- County Road 225 - 0.22 Bridge Replacement
- County Road 74 - 0.71 Bridge Replacement
- County Road 74 - 0.83 Bridge Replacement (completed construction)
- County Road 229 - 0.57 Bridge Replacement

Structures Rehabilitated/Repaired:

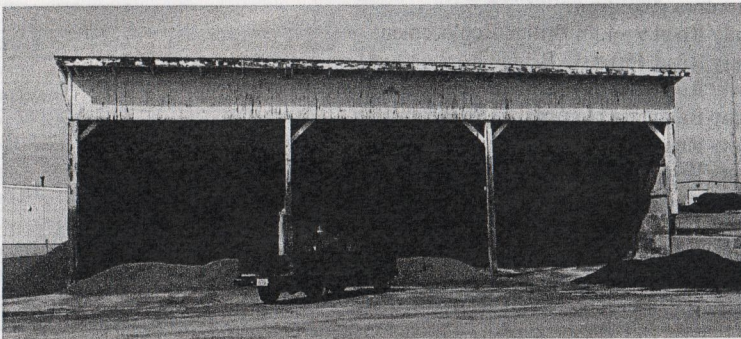
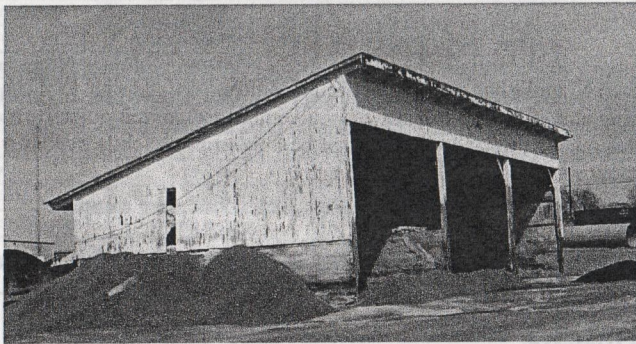
- County Road 52 - 0.02 Bridge Rehabilitation

NEW SALT STORAGE FACILITY

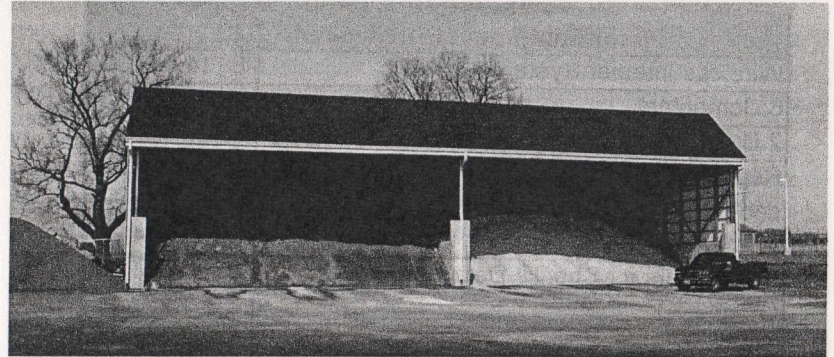
Work is substantially completed on the new salt storage facility at the Logan County Engineer's complex. The prime contractor was Geuy Construction of Rosewood, Ohio and the electrical contractor was C & J Electric from Anna, Ohio. All that remains to be completed is some final grading and seeding to be done in the spring.

The footprint of the structure measures 100' by 50'. It is divided into two 50' x 50' bays. It has 7 foot tall concrete walls topped by a wood frame truss type structure. It has 40 year dimensional asphalt shingles on the roof and PVC siding. This new facility has a capacity of 1000 tons of salt and 1000 tons of salt/grit mix. By comparison, our old facility had a capacity of 200 tons of salt and 400 tons of mix.

Other major items included in this contract were stone base, blacktop, new security fence, and subsurface drainage. The final total contract costs for this facility will be \$286,381.84.



Old Salt Storage Facility



New Salt Storage Facility

EQUIPMENT PURCHASES

Major Equipment Purchased in 2001	
Wireless Internet System	\$ 14,948.75
6 Computers	\$ 11,286.83
2 Dump Trucks with beds, plows, radios, etc	\$ 150,485.00
Repair from Lightning damage (\$2500 deductible, remainder reimbursed by insurance)	\$ 9,034.76
Radar Units for Sheriffs Dept	\$ 4,974.00
Other	\$ 1,287.11
Total for 2001	\$ 192,016.45

SNOW & ICE CONTROL WINTER 2001-2002

Fall/Winter 2001			
Regular Hours	235.00	hours	\$ 5,184.34
Overtime Hours	-	hours	\$ -
Grit (salt and #9 stone)	316.50	tons	\$ 5,253.90
Salt (straight)	2.00	tons	\$ 75.96
Amortized Equipment Cost			\$ 6,605.20
Total			\$ 17,119.40
Winter 2002			
Regular Hours	1,003.85	hours	\$ 22,056.38
Overtime Hours	628.07	hours	\$ 21,599.50
Grit (salt and #9 stone)	3,119.75	tons	\$ 51,981.08
Amortized Equipment Cost			\$ 56,466.25
Total			\$ 152,103.21

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 building in Logan County and is run by building official, Michael Reffitt. Shown below is a comparison of permits issued, inspections, revenues, and expenditures for 2000 and 2001.

A complete copy of the building authority annual report is available from them. These are just excerpts from the annual report.

Permits for 2001 were up, however, we have seen a slight downturn in the housing market since 9/11, but not as much as other areas has experienced.

As far as changes, the building authority is looking at adopting the new residential building code and the national electrical code.

Revenue			
	2001	2000	% of Change
Permit revenue	\$ 86,240.00	\$ 87,940.00	-1.9%
Contractor Reg.	\$ 23,150.00	\$ 24,100.00	-3.9%
Plbg Inspection Fees	\$ 16,092.00	\$ 18,072.00	-11.0%
Reinspect Fees	\$ 1,125.00	\$ 1,225.00	-8.2%
Code Books	\$ 82.00	\$ 381.00	-78.5%
Misc	\$ 57.79	\$ 114.25	-49.4%
Total Revenue	\$ 126,746.79	\$ 131,832.25	-3.9%

Expenditures			
	2001	2000	% of Change
Total salaries	\$ 89,679.39	\$ 80,276.66	11.7%
PERS, W/C & Medicare	\$ 15,422.26	\$ 10,579.45	45.8%
Supplies	\$ 2,538.54	\$ 2,613.13	-2.9%
Contract services	\$ 9,149.45	\$ 5,317.39	72.1%
Contract repair	\$ 710.00	\$ 669.00	6.1%
Equipment	\$ 257.59	\$ 9,881.96	-97.4%
Other expenses	\$ 3,659.07	\$ 3,457.73	5.8%
Code Books	\$ 239.50	\$ 496.50	-51.8%
Total Expenditures	\$ 121,655.80	\$ 113,291.82	7.4%

Permits Issued			
	2001	2000	% of Change
Total of new homes*	211	218	-3.2%
Total of new Mfg. Homes	32	16	100.0%
Total of "Other" permits	197	165	19.4%
Total Plbg. Permits	23	9	155.6%
Total all new dwellings	251	242	3.7%
Total of all permits	440	408	7.8%

*stick built-135; Ind. Units-23; Mfg fnd-53

Inspections			
	2001	2000	% of Change
Building/Structural	1370	1368	0.1%
Electrical inspections	831	856	-2.9%
HVAC inspections	310	487	-36.3%
Plumbing inspections	522	627	-16.7%
Special inspections	214	66	224.2%
Total reinspections*	469	461	1.7%
<i>% of reinspections</i>	<i>14.40%</i>	<i>13.50%</i>	<i>6.7%</i>
Total inspections	3247	3404	-4.6%

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

Home Valuation			
	2001	2000	% of Change
New Home Valuation	\$23,237,390	\$23,595,041	-1.5%
Avg. Valuation per home	\$ 110,130	\$ 108,235	1.8%

Averages			
	2001	2000	% of Change
Total Inspection Stops	1878	1801	4.3%
Total Miles Driven	21023	21288	-1.2%
Avg Inspections per stop	1.7	1.9	-10.5%
Avg Miles per stop	11.3	11.8	-4.2%
Avg Inspections per permit	7.4	8.3	-10.8%
Avg Revenue per permit	\$ 288.06	\$ 323.12	-10.9%
Avg Expenditure per permit	\$ 276.50	\$ 276.75	0%

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 2001, they processed approximately 360 new property splits and checked over 2800 deeds transferring property. They also checked approximately 50 easement and right-of-way documents, reviewed 12 new subdivision plats, and created approximately 230 new house numbers. They also checked over 300 new surveys and provided over 2500 deed pre-approvals of legal descriptions.

You might also recall, from past reports, that the county is in the process of combining the tax maps with a digital overlay of aerial photography within the county. The Sanborn Company was contracted to assist us with the project and it seems that we are FINALLY coming down to the home stretch. The project is in its final review stages and we hope to have the system up and running in the near future. Once all the kinks get worked out we expect to make the maps available to the public through the county's web site. We feel the final product will be very useful and well worth the wait.

2002 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.

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.

In the renewing of the sales tax for roads and bridges, the priority is based on condition. Therefore, the 2002 program is comprised of completing the commitments from the 1997 sales tax campaign which was based on traffic count and starting the commitments based on condition. Therefore, the county infrastructure will be re-evaluated periodically and changes are likely to occur in order to achieve our commitment to repair or replace the structures and highways in the worst condition first.

As of March 19, 2002 the road program is as follows:

- County Road 12 from SR 292 to CR 26 (Sales Tax)
- County Road 17 from CR 23 to Idle Road (Sales Tax)
- County Road 21 from CR 24 to CR 58 (Regular)
- County Road 23 from SR 274 to CR 17 (Sales Tax)
- County Road 54 from SR 720 to SR 235 (Sales Tax)
- County Road 58 from County Line to TR 207 (Sales Tax)
- County Road 77 from CR 34 to TR 35 (Sales Tax)
- County Road 255 from SR 235 to SR 235 (Sales Tax)

2002 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.

2002 ESTIMATED ROADWAY COSTS

2002 Estimated Costs	
Traffic Department	
Pavement Markings	\$ 70,000
Routemarking, etc	\$ 182,600
Bridge Department	
Auto and Gas Funds	\$ 378,800
Sales Tax and General Fund	\$ 379,504
Road Department	
Contract Paving (Sales Tax funds)	\$ 1,679,597
Contract Paving (Auto and Gas funds)	\$ 175,000
Chip and Seal Program (material)	\$ 120,000
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
Patching	\$ 150,000
Operation, Materials, Services, etc	\$ 582,685
Equipment Maintenance/Operation and Building Operations	\$ 338,000
Township Projects (Sales Tax funds)	\$ 345,197
Bond Retirement for New Garage	\$ 117,530
Map Room	\$ 124,800
Administration and Engineering	\$ 857,585
Equipment (all departments)	\$ 145,000
Total	\$ 6,171,298

2002 BRIDGE PROGRAM

In the renewing of the sales tax for roads and bridges, the priority is based on condition. Therefore, the 2001 bridge program completes the commitments from the 1997 sales tax and begins the commitment of priority of bridge replacements based on condition. Therefore, the County infrastructure will be re-evaluated periodically and changes to this program are likely to occur in order to achieve our commitment to repair or replace the structures and highways in the worst condition first.

As of March 5, 2002, the bridge program is as follows:

- Township Road 29-8.84 between TR 151 and CR 153 in Zane Twp
- Township Road 29-8.56 between TR 163 and TR 151 in Zane Twp
- Township Road 29-7.21 between TR 163 and CR 146 in Monroe Township
- County Road 21-4.53 between CR 59 and CR 13 in Bloomfield Twp (Sales Tax)
- County Road 21-3.07 between CR 59 and CR 58 in Bloomfield Twp (Sales Tax)
- County Road 54-4.72 between SR 235 and CR 60 in Bloomfield Twp (Sales Tax)
- County Road 54-6.38 between TR 213 and CR 91 in Washington Twp (Sales Tax)
- County Road 153-8.80 between CR 153 and Logan County Line
- Township Road 136-0.88 between CR 25 and CR 5 (requested for priority over TR 116-0.55 by Township Trustees and Ben Logan Schools (Regular)

MOTOR VEHICLE REGISTRATIONS

2001 County of Logan Motor Vehicles Registrations	
Type of Registration	# of Units
Passenger Cars	34609
Motor Homes	417
Motorcycles	1856
House Vehicles	861
Mopeds	51
Non-Commercial Trailers	4666
Non-Commercial Trucks	11629
Farm Truck	317
Buses	41
Commercial Trailers	1728
Non IRP Trucks	2217
IRP Trucks	146
Total Vehicle Registrations in 2001	58538
Total Vehicle Registrations in 2000	57476

SOURCE: State of Ohio, Bureau of Motor Vehicles

Operation, Materials, Services, etc	\$ 382,598
Equipment Maintenance/Operation and Building Operations	\$ 339,000
Township Projects (Sales tax funds)	\$ 343,197
Bond Retirement for New Garage	\$ 117,530
Map Room	\$ 124,300
Administration and Engineering	\$ 857,585
Equipment (all departments)	\$ 145,000
	\$ 5,171,298

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%

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

379.26 Miles of County Road

302 Bridges

7,138 Signs

1,547 Culverts

Excellent/Good Condition-1202

Fair/Poor/Unknown Condition-345