

**OFFICE OF
THE
LOGAN COUNTY
ENGINEER**

**ANNUAL REPORT
2002-2003 ROAD REVIEW**

April 1, 2003



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

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

County Engineer		
Scott C. Coleman, P.E., P.S.		
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
Mark Dearwester	Mark Hilty	Clyde Ball
Todd Coleman	Richard Cooksey	Jim Logan
Greg Swonguer		
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, 2003

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

The following pages contain our annual report for 2002. 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 2002 and what we plan to accomplish in 2003.

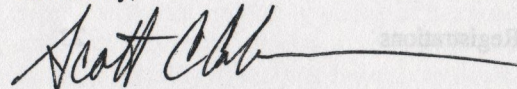
2002 was another very busy year for the Engineer's Office. As is usual, we began and ended our year with snow and ice control. This past winter more than made up for the mild winter that we experienced the previous year. Details of the snow control costs are included in the following pages of this report.

This year we replaced 16,956 feet of guardrail through a federal aid grant, resurfaced 24 miles of county highways, chip-sealed 32.9 miles of county highways, and replaced or repaired 9 bridges/large culverts. We have also assisted the Township Trustees with the resurfacing of 30.27 miles of road with combination of sales tax, Ohio Public Works grant and the Townships' own funds.

The Bickham Covered Bridge was rehabilitated with a combination of federal and local funds. The Righter Company, Inc. was the contractor on the project and a ribbon cutting ceremony was held on November 19, 2002.

The roads and bridges sales tax income for 2002 was \$2,317,693.06.

Sincerely,



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

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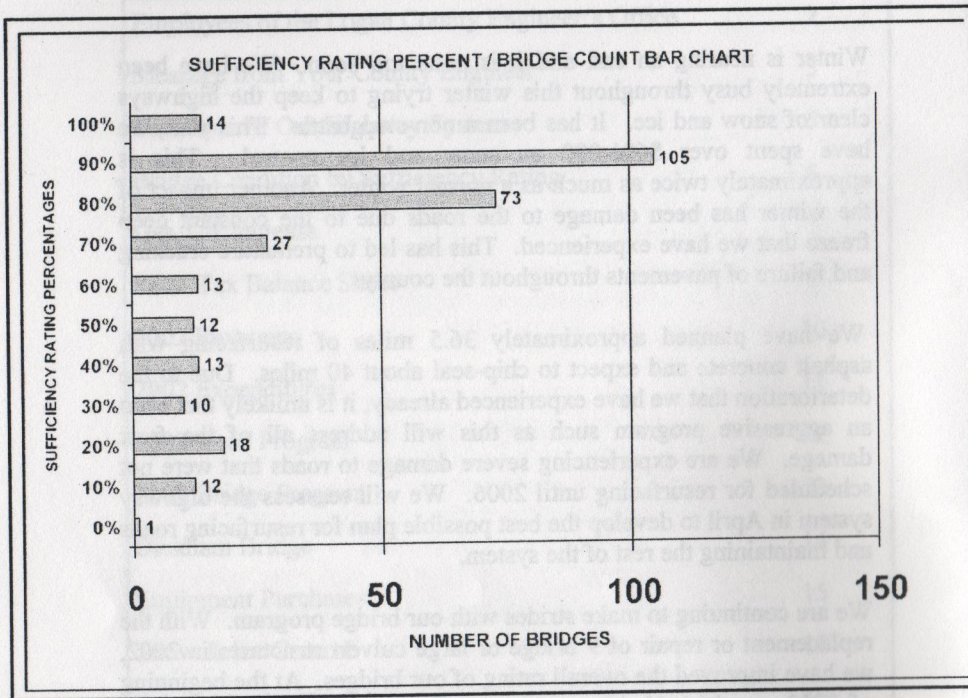
THE CONDITION OF OUR HIGHWAY SYSTEM

Winter is nearing an end and it is none too soon. We have been extremely busy throughout this winter trying to keep the highways clear of snow and ice. It has been a non-stop battle. This year, we have spent over \$601,000 on snow and ice control. This is approximately twice as much as a normal winter. Another impact of the winter has been damage to the roads due to the constant deep freeze that we have experienced. This has led to premature cracking and failure of pavements throughout the county.

We have planned approximately 36.5 miles of resurfacing with asphalt concrete and expect to chip-seal about 40 miles. Due to the deterioration that we have experienced already, it is unlikely that even an aggressive program such as this will address all of the frost damage. We are experiencing severe damage to roads that were not scheduled for resurfacing until 2006. We will reassess the highway system in April to develop the best possible plan for resurfacing roads and maintaining the rest of the system.

We are continuing to make strides with our bridge program. With the replacement or repair of 9 bridge or large culvert structures in 2002, we have improved the overall rating of our bridges. At the beginning of 2002, we had 63 of our structures that were less than a 50% sufficiency rating. This year we are starting with only 54 structures rated below 50%. However, we still have 23 bridges that school busses cannot cross. Four of these bridges are scheduled for replacement this year.

BRIDGE CONDITION BY SUFFICIENCY RATING



GAS TAX INCREASE (HB 87)

I would also like to share some information on the proposed gas tax increase (House Bill 87) that was recommended by the governor and has passed in the Ohio House of Representatives and the Ohio Senate. The bill, as passed, will now go to the Governor for his signature. First, I think that some history is required. In 1997 and again in 2001, we asked the people of Logan County to invest in the community with the sales tax for roads and bridges. We were forced to seek highway funding locally due to the fact that the state legislature and governor, at the time, were unwilling to consider funding for the state department of transportation, rural counties, townships, and municipalities. After many years of hard work, the County Engineers Association of Ohio and other supporting agencies have been able to convince the Governor of the funding needs for local governments.

The Governor is currently supporting HB 87, which would increase the motor vehicle fuel tax by 2 cents a year for three years and redirect the portion of fuel tax that supports the State Highway Patrol to fund transportation improvements. The Highway patrol would then be funded by increasing the cost of a driver's license and vehicle registrations. The gas tax would increase 2 cents per gallon on July 1, 2003; July 1, 2004; and July 1, 2005.

Specifically, the gas tax increase is vital to the governments to be able to maintain our existing highway system. In 2002, the ½% sales tax for roads and bridges provided revenue of \$2.3 million and \$312,888 of that will be used for the Townships. In comparison, the proposed legislation would provide approximately \$1.22 million for each county and \$44,100 for each township in 2007 after all fuel taxes are in place and the Highway Patrol funding is redirected. As an example for municipalities, Bellefontaine would receive \$235,214 each year and Belle Center, \$16,428 each year.

\$1.22 million would allow our county to reconstruct approximately 24 miles of road and 3 additional bridges each year. At that funding level, we would be able to maintain our road system on a 15.5 year resurfacing schedule, which would be the minimum acceptable. This could, potentially, help us to reduce our dependence on the local sales tax. Obviously, the gas tax is a user fee and would be an appropriate funding source.

Recently, we have heard concerns about the impact on the trucking

industry and the fact that Ohio is a donor state with regards to the federal gas tax. When considering these issues, we have to keep in mind that all states have an obligation to maintain a national highway system. Some adjustment of the figures may be possible, but Ohio cannot expect a 100% return. Also, an increase in funding from the federal gas tax would require that we have local matching funds for projects. Therefore, there must still be a mechanism for increasing our local revenue to match the federal funds. When we published our sales tax study in 1997 we found that for every dollar invested, the public could save \$1.11 dollars in vehicle maintenance based on a 10% reduction of damage. Therefore, the increased gas tax would be profitable for all users.

In 2001, our sales tax renewal campaign showed that after five years of investment, we still had 142 miles of county highways in poor condition. Additionally, we had 63 bridges that needed replaced, including 19 which school buses could not cross. We still have an uphill battle to get to the position where we can maintain our highways that are in good condition while also improving the portions in poor condition. The estimated cost of improving the above mentioned 142 miles was \$9.3 million. With our estimated sales tax income, it would take over 7 years to upgrade these roads. As mentioned earlier, we are currently experiencing accelerated failure of many of our roads due to the severe winter weather that we have experienced.

The gas tax increase is an absolute necessity for the local governments of Ohio!

Highlights of HB 87 as passed by the state legislature:

- Project limits for work performed by the engineer's forces were increased to \$30,000 per mile and \$100,000 per bridge
- Design-build contracts permitted for county projects.
- Commercial vehicles will receive a reduction of the extra motor fuel excise tax that they currently pay.
- Schools will be exempted from the fuel tax.
- An additional fee of \$11 for each vehicle registration and registration renewal. An additional fee of \$5 for each temporary license placard issued.
- An additional fee of \$12 for each driver's license renewal. The additional fees are for the purpose of defraying the department of public safety's costs associated with the administration and enforcement of the motor vehicle and traffic laws of Ohio.

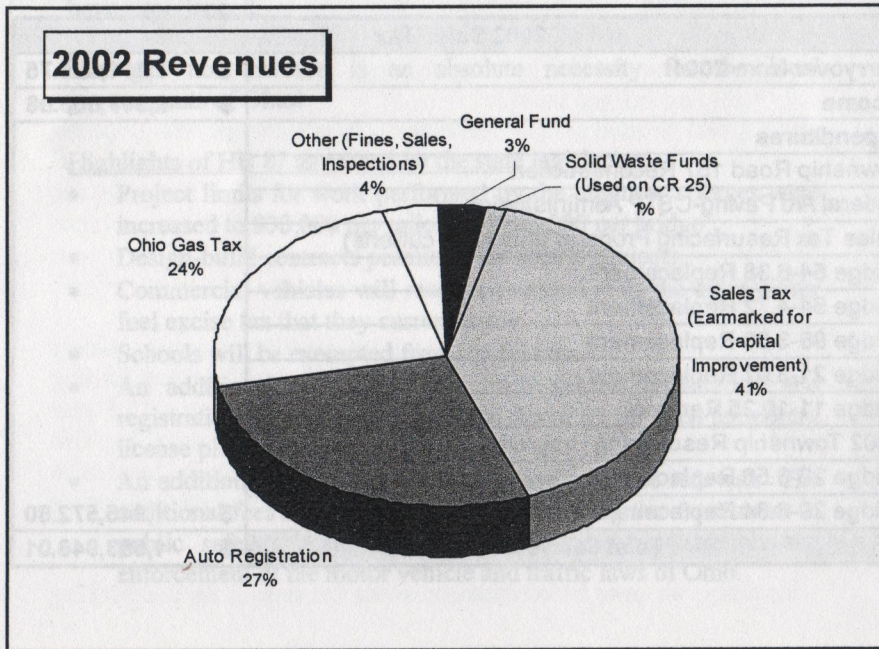
SALES TAX BALANCE SHEET

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)	\$ 1,689,648.88
Total Carryover	\$ 1,211,825.75

2002 Sales Tax	
Carryover from 2001	\$ 1,211,825.75
Income	\$ 2,317,693.06
Expenditures	
Township Road 157 Reconstruction	
Federal Aid Paving-CSTP Administration	
Sales Tax Resurfacing Program (including culverts)	
Bridge 54-6.38 Replacement	
Bridge 54-4.72 Replacement	
Bridge 96-3.33 Replacement	
Bridge 21-3.07 Replacement	
Bridge 11-10.25 Removal	
2002 Township Resurfacing Program	
Bridge 29-8.56 Replacement	
Bridge 29-8.84 Replacement	\$ 1,945,572.80
Total Carryover	\$ 1,583,946.01

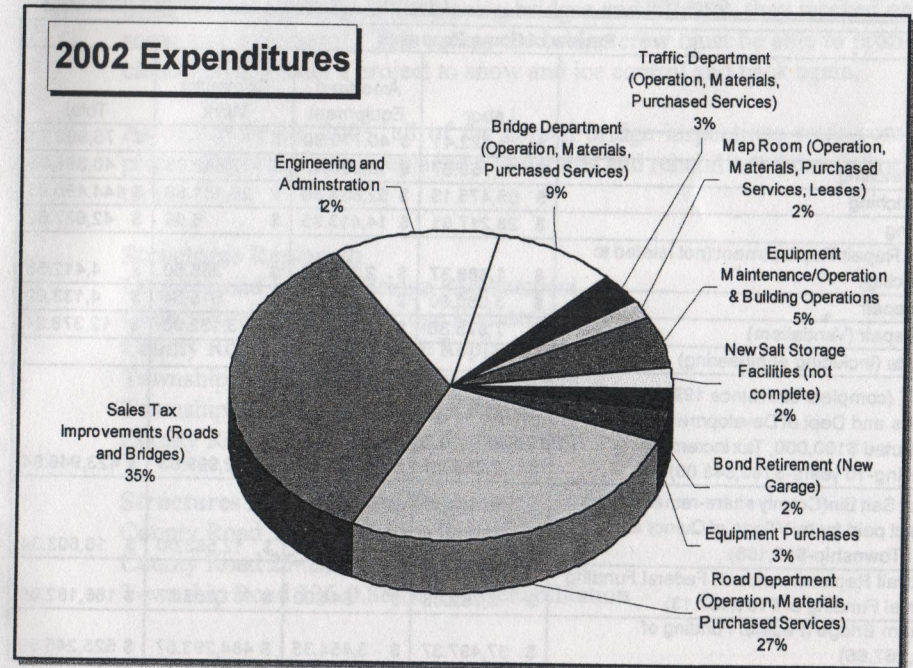
2002 REVENUES

2002 Revenues		
Sales Tax (Earmarked for Capital Improvement)	40%	\$ 2,317,693.06
Auto Registration	27%	\$ 1,584,188.37
Ohio Gas Tax	24%	\$ 1,387,402.05
Other (Fines, Sales, Inspections)	4%	\$ 218,747.52
General Fund	3%	\$ 201,281.98
Solid Waste Funds (Used on CR 25)	1%	\$ 80,000.00
TR 157 Reconstruction-State Grant	1%	\$ 43,475.40
Total		\$ 5,832,788.38



2002 EXPENDITURES

2002 Expenditures		
Road Department (Operation, Materials, Purchased Services)	27%	\$1,523,918.54
Sales Tax Improvements (Roads and Bridges)	34%	\$ 1,945,572.80
Engineering and Administration	12%	\$713,410.27
Bridge Department (Operation, Materials, Purchased Services)	9%	\$504,158.82
Traffic Department (Operation, Materials, Purchased Services)	3%	\$ 199,268.40
Map Room (Operation, Materials, Purchased Services, Leases)	2%	\$111,871.47
Equipment Maintenance/Operation & Building Operations	5%	\$294,523.81
New Salt Storage Facilities (not complete)	2%	\$134,100.84
Bond Retirement (New Garage)	2%	\$ 117,530.00
Equipment Purchases	3%	\$ 197,700.10
Total		\$ 5,742,055.05



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. The road department was extremely busy in 2002, working ahead of the 2003 road program, in addition to their normal maintenance duties. The costs listed include labor (based on hourly wages of workers and all benefits), amortized equipment, and materials (asphalt and berming stone). These paving costs include the culvert replacements and any widening done in 2001 before the resurfacing in 2002.

2002 Paving Program						
ROAD#	Begins	TO	Labor	Equipment	Material	Total Cost
17	CR 23	CO LINE	\$ 2,064.37	\$ 1,864.80	\$ 101,436.72	\$ 105,165.89
23	SR 274	CR 17	\$ 14,107.33	\$ 14,582.53	\$ 168,905.55	\$ 197,595.41
54	SR 720	SR 235	\$ 23,012.44	\$ 24,089.48	\$ 555,148.79	\$ 602,250.71
58	CR 23	CR 21	\$ 6,142.88	\$ 6,951.93	\$ 179,160.59	\$ 192,255.40
59	CR 21	CO LINE	\$ 4,236.62	\$ 4,449.70	\$ 150,322.88	\$ 159,009.20
77	CR 34	CR 24	\$ 639.06	\$ 94.80	\$ 94,758.69	\$ 95,492.55
255	SR 235	SR 235	\$ 3,615.08	\$ 5,125.23	\$ 27,254.57	\$ 35,994.88
12	TR 127	SR 47	\$ 6,628.63	\$ 5,106.73	\$ 236,872.48	\$ 248,607.84
21	CR 24	CR 58	\$ 2,075.61	\$ 2,906.85	\$ 1,051.99	\$ 6,034.45
ADMINISTRATION/TESTING			\$ 2,713.55	\$ 79.80	\$ 3,516.00	\$ 6,309.35
Grand Total			\$ 65,235.57	\$ 65,051.85	\$ 1,518,428.26	\$ 1,648,715.68

Review of Some Expenses				
	Labor	Amortized Equipment	Materials and Contractor Work	Total
Mowing	\$ 35,222.41	\$ 40,770.30	\$ -	\$ 75,992.71
Hand Patching	\$ 22,750.87	\$ 10,005.45	\$ 7,642.63	\$ 40,398.95
Durapatching	\$ 65,475.13	\$ 52,834.30	\$ 26,181.50	\$ 144,490.93
Grubbing	\$ 28,217.61	\$ 14,413.95	\$ 6.06	\$ 42,637.62
Culvert Repair/Replacement (not related to resurfacing)	\$ 1,688.37	\$ 2,358.71	\$ 365.50	\$ 4,412.58
Sign Repair	\$ 3,080.60	\$ 436.95	\$ 615.54	\$ 4,133.09
Sign Repair (Vandalism)	\$ 7,575.30	\$ 1,670.88	\$ 3,132.06	\$ 12,378.24
Projects (including engineering)				
TR 157 (complete costs since 1999) (Midwest Express and Dept of Development each contributed \$100,000, Tax Increment Financing-10 years-\$199,548.00)	\$ 67,395.26	\$ 3,552.05	\$ 352,999.63	\$ 423,946.94
Quincy Salt Bin (County share-remainder of contract paid for by Village of Quincy and Miami Township-\$17,166)	\$ 5,870.34	\$ 150.00	\$ 12,583.00	\$ 18,603.34
Guardrail Replacement with Federal Funding (Federal Funding of \$181,407.13)	\$ 3,762.48	\$ 544.00	\$ 181,855.57	\$ 186,162.05
Bickham Bridge (Federal Funding of \$380,267.66)	\$ 37,497.37	\$ 3,454.35	\$ 484,293.87	\$ 525,245.59

2002 Chip and Seal Program Completed							
Road	Begins	Ends	Distance Miles	Labor	Amortized Equipment	Materials	Total
4	CR 70	CO LINE	1.29	\$ 1,481.87	\$ 1,278.70	\$ 4,414.43	\$ 7,175.00
5	SR 47	SR 540	6.06	\$ 4,951.83	\$ 4,537.05	\$ 20,427.01	\$ 29,915.89
10	SR 292	CO LINE	2.47	\$ 1,643.82	\$ 1,456.20	\$ 10,803.40	\$ 13,903.42
35	SR 235	SR 47	1.95	\$ 3,083.90	\$ 1,361.91	\$ 7,025.38	\$ 11,471.19
49	CR 105	CR39	0.86	\$ 515.84	\$ 425.90	\$ 2,728.26	\$ 3,670.00
64	CO LINE	CR 63	2.04	\$ 2,017.33	\$ 1,772.20	\$ 5,706.84	\$ 9,496.37
101	CR 51	RAN OUT		\$ 760.70	\$ 625.80	\$ 4,025.27	\$ 5,411.77
105	CR 39	CR 106	2.10	\$ 878.40	\$ 808.70	\$ 5,608.22	\$ 7,295.32
112	CR 113	CR 111	0.91	\$ 910.00	\$ 767.20	\$ 3,189.50	\$ 4,866.70
142	CR 10	CR 117	7.55	\$ 4,698.36	\$ 4,024.17	\$ 26,636.30	\$ 35,358.83
144	CR 153	CR144A	1.58	\$ 1,397.36	\$ 1,278.60	\$ 5,464.61	\$ 8,140.57
153	CR 146	SR 287	2.44	\$ 1,310.44	\$ 1,162.15	\$ 8,339.01	\$ 10,811.60
154	CR 10	SR 347	0.33	\$ 735.81	\$ 656.10	\$ 1,376.61	\$ 2,768.52
158	SR 559	SR 287	1.83	\$ 1,564.47	\$ 1,413.90	\$ 5,966.77	\$ 8,945.14
291	VALLEY H	CR 28	0.37	\$ 714.65	\$ 618.90	\$ 1,737.04	\$ 3,070.59
296	SR 292	CR 271	1.13	\$ 995.57	\$ 903.30	\$ 5,154.71	\$ 7,053.58
Total Chip & Seal Program			32.90	\$ 27,660.36	\$ 23,090.78	\$ 118,603.36	\$ 169,364.49

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 20, 2003, all of the annual bridge inspections were complete. The bridge crew replaced 6 structures and rehabilitated three structures.

Structures Replaced:

County Road 54-4.72 Bridge Replacement
 County Road 153-8.80 Bridge Replacement
 County Road 54-6.38 Bridge Replacement
 Township Road 29-8.84 Bridge Replacement
 Township Road 29-8.56 Bridge Replacement
 County Road 96-3.33 Bridge Replacement

Structures Rehabilitated/Repaired:

County Road 38-0.29 Bridge Rehabilitation
 County Road 25-2.96 Bridge Rehabilitation
 Township Road 136-0.88 Bridge Rehabilitation

BICKHAM BRIDGE



On Thursday, November 14, 2002, the Logan County Engineer's Office reopened the Bickham Bridge on County Road 38 between State Route 366 and County Road 98. A ribbon cutting ceremony for the opening of the Bickham Covered Bridge was held on Tuesday, November 19th.

The Bickham Covered Bridge is one of only two remaining covered bridges in Logan County, Ohio. In 1877, the 98-foot Howe truss bridge was constructed along Miami Valley Pike (County Road 38) over the South Fork of the Miami River. The Smith Bridge Company of Toledo, Ohio built the bridge for \$2,335. The bridge has undergone several rehabilitations since 1877. In 1959, the wooden floor joist system was replaced with steel floor beams and stringers and the Truss was strengthened.

All deteriorated truss members were removed and replaced in kind. All steel members were cleaned and repainted. The bridge was resided. Siding boards deemed reusable were cleaned and reused. The metal roof was removed, the shingles and sheeting below were repaired for historic value, and the metal roof was replaced. The timber flooring was removed and replaced. Fire retardant was applied to help prevent the loss of this historic structure due to vandalism. The stone abutments were faced and capped with concrete to repair portions that had deteriorated. The new concrete face was placed with concrete form liners to duplicate the existing stone appearance. The rehabilitation of this bridge was completed by The Righter Company of Columbus, Ohio.

EQUIPMENT PURCHASES

Major Equipment Purchased in 2002	
721C Case Wheel Loader	\$ 41,431.52
580 Case SM Backhoe	\$ 16,636.00
2003 Ford Expedition	\$ 28,390.00
2003 International Dump Truck (inc plow, etc)	\$ 74,450.00
Truck Bed Crane	\$ 662.70
Tool boxes (3)	\$ 1,197.00
Rotary Hammer	\$ 527.00
Server, workstation, printers, camera	\$ 5,321.05
Software	\$ 2,687.00
Konica Copier	\$ 11,900.00
Misc Tools and safety items	\$ 1,480.52
Fax Machine	\$ 291.97
Postage Meter	\$ 1,152.00
Garage Doors (6)	\$ 6,265.00
Survey Equipment	\$ 5,308.34
Total for 2002	\$197,700.10

SNOW & ICE CONTROL WINTER 2002-2003

Fall/Winter 2002			
Regular Hours	697.23	hours	\$ 15,500.95
Overtime Hours	810.02	hours	\$ 27,718.81
Grit (salt and #9 stone)	2,680.25	tons	\$ 44,492.15
Salt (straight)	10.50	tons	\$ 379.35
Amortized Equipment Cost			\$ 44,272.51
Manufacturing of Grit (labor, amortized equipment)			\$ 20,678.56
Total			\$153,042.33
Winter 2003			
Regular Hours	2,694.99	hours	\$ 60,247.01
Overtime Hours	2,347.83	hours	\$ 80,677.73
Grit (salt and #9 stone)	6,740.90	tons	\$111,898.94
Salt (straight)	34.4	tons	\$ 1,153.51
Amortized Equipment Cost			\$146,924.69
Manufacturing of Grit (labor, amortized equipment)			\$ 40,244.73
Total			\$441,146.61

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.

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 2002, they processed approximately 350 new property splits and checked over 3000 deeds transferring property. They also checked approximately 50 easement and right-of-way documents, reviewed 13 new subdivision plats, and created approximately 200 new house numbers. They also checked over 300 new surveys and provided over 2600 deed pre-approvals of legal descriptions.

You might also recall, from past reports, that the county is in the process of combining digital tax maps with a digital basemap of aerial photography within the county. The tax maps have been digitized and approved. We are currently in the process of updating the tax maps to reflect lot splits that have occurred over the past few years while the contractor was making corrections to their digitizing. We are currently about half way through updating these lot splits. We plan to proceed with providing the digital tax maps and orthophotography on the county website yet this year.

ADME BUILDING AUTHORITY REPORT

As a whole, the year went as about expected. Revenue was up in all areas except sale of code books. This was expected due to new code in the process of adoption for 2003. Expenditures were also up in relation to revenue increase. PERS, Medicare and Workman's Comp both had a decrease in monies paid out. The two large increases were equipment (due to new computer buys) and code books (due to purchase of new bldg. & elect codes). The % of revenue increase was higher than the % of expenditure increase. Permits issued were slightly down but the total valuation was up per home. This is an indication of both increase in construction costs and owners spending a little more for their homes in terms of what they put into it at the time of a new build. Inspections were up an average of about 1.6 more per work day. There was an increase in HVAC inspections due to a lot more Pre-Fab fireplaces being installed. Re-inspects were up in the electrical end due to more homeowners trying to do their own. Averages rose slightly due to the increase in total inspections. The average revenue per permit was up and at a higher percentage than the average expenditure per permit. Projection is about the same as last year, if not slightly lower, due to the economy and the public holding on to their money. The housing as a whole should remain fairly stable though due to interest rates staying low. All in all, I look for a slight decrease in housing starts but as the year progresses, it could change.

Revenue			
	2002	2001	% of Change
Permit revenue	\$ 86,585.00	\$ 86,240.00	0.4%
Contractor Reg.	\$ 28,700.00	\$ 23,150.00	24.0%
Plbg Inspection Fees	\$ 18,540.00	\$ 16,092.00	15.2%
Reinspect Fees	\$ 2,075.00	\$ 1,125.00	84.4%
Code Books	\$ 59.50	\$ 82.00	-27.4%
Misc	\$ 83.27	\$ 57.79	44.1%
Total Revenue	\$ 136,042.77	\$ 126,746.79	7.3%

Expenditures			
	2002	2001	% of Change
Total salaries	\$ 90,976.54	\$ 89,679.39	1.4%
PERS, W/C & Medicare	\$ 14,440.76	\$ 15,422.26	-6.4%
Supplies	\$ 3,672.86	\$ 2,538.54	44.7%
Contract services	\$ 4,250.00	\$ 9,149.45	-53.5%
Contract repair	\$ 7,168.50	\$ 710.00	909.6%
Equipment	\$ 753.00	\$ 257.59	192.3%
Other expenses	\$ 4,637.28	\$ 3,659.07	26.7%
Code Books	\$ 2,850.60	\$ 239.50	1090.2%
Total Expenditures	\$ 128,749.54	\$ 121,655.80	5.8%

2003 FINANCIAL STATEMENTS COSTS

Permits Issued			
	2002	2001	% of Change
Total of new homes*	204	211	-3.3%
Total of new Mfg. Homes	22	32	-31.3%
Total of "Other" permits	163	197	-17.3%
Total Plbg. Permits	27	23	17.4%
Total all new dwellings	237	251	-5.6%
Total of all permits	400	440	-9.1%

*stick built-131; Ind. Units-10; Mfg fnd-63

Inspections			
	2002	2001	% of Change
Building/Structural	1502	1370	9.6%
Electrical inspections	910	831	9.5%
HVAC inspections	504	310	62.6%
Plumbing inspections	512	522	-1.9%
Special inspections	223	214	4.2%
Total reinspections*	484	469	3.2%
Total inspections	3651	3247	12.4%

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

Home Valuation			
	2002	2001	% of Change
New Home Valuation	\$24,203,864	\$23,237,390	4.2%
Avg. Valuation per home	\$ 118,646	\$ 110,130	7.7%

Averages			
	2002	2001	% of Change
Total Inspection Stops	1955	1878	4.1%
Total Miles Driven	21770	21023	3.6%
Avg Inspections per stop	1.9	1.7	11.8%
Avg Miles per stop	11.1	11.3	-1.8%
Avg Revenue per permit	\$ 340.11	\$ 288.06	18.1%
Avg Expenditure per permit	\$ 321.87	\$ 276.50	16.4%

2003 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.

As of March 20, 2003 the road program is as follows:

- County Road 35 from CR 59 to SR 274 (Sales Tax)
- County Road 60 from County Line to CR 54 (Sales Tax)
- County Road 102 from CR 103 to County Line (Sales Tax)
- County Road 13 from CR 21 to SR 235 (Sales Tax)
- County Road 21 from CR 58 to SR 274 (Sales Tax)
- County Road 25 from SR 47 to CR 9 (Sales Tax/Solid Waste)
- County Road 87 from County Line to CR 275 (Sales Tax)
- County Road 101 from SR 638 to CR 111 (Sales Tax)
- County Road 111 from CR 101 to US 68 (Sales Tax)
- County Road 5 from SR 273 to County Line (Sales Tax)
- County Road 54 from CR 60 to SR 235 (Sales Tax)
- County Road 275 from CR 87 to Closed Bridge (Sales Tax)
- County Road 88 from CR 17 to US 33 (Sales Tax)
- County Road 38 from SR 366 to CR 96 (Sales Tax)
- County Road 98 from CR 38 to CR 254 (Sales Tax)
- County Road 90 from CR 88 to Aug Co Line (Sales Tax)
- County Road 106 from SR 638 to SR 638 (Sales Tax)
- County Road 101 from CR 49 to CR 51 (Regular)
- County Road 254 from CR 98 to CR 38 (Regular)
- County Road 27 from SR 235 to SR 235 (Regular)

2003 Chip and Seal Program

Due to the current conditions of our roads 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.

2003 ESTIMATED ROADWAY COSTS

2003 Estimated Costs	
Traffic Department	
Pavement Markings	\$ 70,000
Routemarking, etc	\$ 184,800
Bridge Department	
Auto and Gas Funds	\$ 379,100
Sales Tax and General Fund	\$ 394,028
Road Department	
Contract Paving (Sales Tax funds)	\$ 1,473,927
Contract Paving (Auto and Gas funds)	\$ 175,000
Chip and Seal Program (material)	\$ 131,000
Roadside Mowing	\$ 60,000
Roadside Spraying	\$ 30,000
Replace and Construct Guardrail	\$ 15,000
Snow & Ice Control	\$ 400,000
Regrade Berms & Side Ditches	\$ 75,000
Grubbing and Tree Control	\$ 45,000
Patching	\$ 150,000
Operation, Materials, Services, etc	\$ 471,685
Equipment Maintenance/Operation and Building Operations	\$ 338,000
Township Projects (Sales Tax funds)	\$ 435,972
Bond Retirement for New Garage	\$ 115,972
Map Room	\$ 138,800
Administration and Engineering	\$ 836,235
Equipment (all departments)	\$ 180,000
Total	\$ 6,099,519

2003 BRIDGE PROGRAM

In the renewing of the sales tax for roads and bridges, the priority is based on condition. Therefore, the 2003 bridge program 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 20, 2003, the bridge program is as follows:

- County Road 21-4.53 between CR 59 and CR 13 (Sales Tax)
- County Road 21-3.07 between CR 59 and CR 58 (Sales Tax)
- County Road 286-0.46 on the Islands of Indian Lake (S Tax)
- County Road 96-2.70 between SR 117 and CR 97 (Regular)
- Township Road 201-1.41 between CR 43 and TR 45 (S Tax)
- Township Road 116-0.55 between CR 50 and CR 12 (Regular)
- County Road 60-4.02 between TR 79 and CR 54 (Regular)
- Township Road 165-0.32 between CR 5 and TR 166 (S Tax)

MOTOR VEHICLE REGISTRATIONS

2002 County of Logan Motor Vehicles Registrations	
Type of Registration	# of Units
Passenger Cars	35115
Motor Homes	461
Motorcycles	2008
House Vehicles	903
Mopeds	46
Non-Commercial Trailers	4821
Non-Commercial Trucks	11765
Farm Truck	282
Buses	37
Commercial Trailers	1820
Non IRP Trucks	2339
IRP Trucks	153
Total Vehicle Registrations in 2002	59750
<i>Total Vehicle Registrations in 2001</i>	<i>58538</i>
<i>SOURCE: State of Ohio, Bureau of Motor Vehicles</i>	

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

373.26 Miles of County Road

302 Bridges

7,138 Signs

1,547 Culverts

Excellent/Good Condition-1202

Fair/Poor/Unknown Condition-345