



The Orange Brigade



Winter 2008-2009

Logan County Highway Dept.

Volume 34



From the desk of the
Logan County Engineer,
Scott C. Coleman, P.E., P.S.

Greetings from the Logan County Engineer's Office:

The County Engineer's Office has had another busy year. This year we resurfaced 18.7 miles of county highways, sealed 43.6 miles of county highways, replaced/rehabilitated 7 bridges, one large box culvert, and 18 culverts. We have also assisted the Township Trustees with the resurfacing of 12 miles and chip-sealing of 23.5 miles of roads with a combination of sales tax and the Townships' own funds.

Salt bids increased from \$45.87/ton in 2007 to \$58.49/ton in 2008. Due to this 28% increase in cost, we notified the public that overtime snow and ice control as well as total salt usage would be significantly lower than in previous years. Even though we have had a lot of snow and ice events in late 2008 and extremely cold temperatures in November and December, we have been able to reduce our grit usage by 17% compared with the same time period in 2007. With our reduced salt mixture ratio, this represents approximately 33% less salt usage.

Logan County Highway Department crews constructed approximately five feet of fill on CR 13 between TR 214 and TR 33. This is an area that flooded regularly and has continued to sink over time. We were able to fill the area with free asphalt millings, concrete millings, and dirt fill. Our costs have been limited to labor, equipment, a new culvert, surface stone, and seeding. We will continue to maintain the gravel through this winter and place finish grade and asphalt this summer.

The bridge 63-2.63 design-build project, located between CR 64 and TR 256, was bid for \$ 883,000.00 this summer. The project is currently in Stage 2 of the design phase. We anticipate beginning construction upon the completion of bridge 63-1.38. The proposed schedule would set completion of this structure in August of 2009, weather permitting. The construction will be paid with an 80% federal aid grant up to a maximum of \$ 751,520.00 in federal funds.

This summer we completed our entire pavement marking program using an \$83,314.66 federal aid grant.

This year, I completed my three year term as the District 13 Ohio Public Works Commission Integrating Committee Chairman. This year we were able to fund over \$11.9 million of construction projects throughout District 13. These projects will start in early 2009. The Logan County Engineer's Office applied for and received grant funding of \$730,688.00 for County Paving, \$ 89,090.00 for Village Paving, and \$ 89,090.00 for Township Paving. The City of Bellefontaine received a grant of \$89,090.00 and a loan of \$ 290,400.00 for their Wastewater Treatment Plant Upgrade.

The 1/2% sales tax for roads and bridges generated \$2,564,842.14 in 2008. The County Road portion totaled \$1,692,795.82 and the Township portion totaled \$359,077.90. Total sales tax expenditures were \$1,146,066.02 for County projects and \$265,910.28 for Township projects. The County Engineer's Office expended \$6,471.86 in 2008 to develop, administer and perform inspections for the Township paving and chip-seal programs. We expended an additional \$1,009.52 to develop the 2009 Ohio Public Works multi-village paving program for the villages.

This fall, Logan County as well as most of Ohio experienced significant wind damage due to hurricane Ike. We had several roads closed due to downed power lines and trees. The impact to the County highway system was limited because most trees have been removed from the right-of-way since the 2005 ice storm.

The Traffic Department will begin sign upgrades from engineering grade high intensity to high intensity prismatic sign facing beginning in 2009. This change will increase the life expectancy of our highway signs from about 5 years up to about 12 years. This will also put us in compliance with Federal Highway Administration regulations that go into effect in 2012.

Due to budget reductions, the Logan County Building Authority will have reduced hours in 2009. New office hours will be 7:00 AM to 5:00 PM on Monday, Tuesday, and Wednesday and 7:00 AM to 4:00 PM on Thursday. The Building Authority will be closed on Friday.

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

**“Ah, the good ole’ days....”
(1975—2008)**

(This article was written by Bob Schrader former Operations Superintendent of the Logan County Highway Garage.)

When I started in the Sign Shop, we made all of our own signs. We would buy larger blanks for the signs that had been damaged. Then we would cut the smaller signs out of the damaged signs. All other signs were stripped to remove the sign face before a new one was applied. All symbols were screen printed as well as the borders and ledgers. All numbering was hand painted.

Bridges were sandblasted, primed and painted. Guardrail was scraped and wire brushed by hand before applying primer and paint. Bridges and guardrail areas were mowed with a walk-behind sickle bar mower.

Trees that had to be removed were cut down and worked up into stove wood and taken to people on welfare for heat.

We had an open backhoe (no cab) that you could only operate the front or the back by itself. Both ends would not work at the same time!

All trucks were single axle and heaters were a joke. You would have 1/4” of frost on the inside of the windshield with only a 6” hole that you could keep scraped clean. You wore everything you owned just to keep from freezing. Grit was mixed 8 to 1 and would freeze in the truck bed. Later it was moved up to a 5 to 1 ratio. Snow pack was a normal part of winter. Grit was used on intersections, hills, and curves only. People learned to drive accordingly.

Strip patching was done about all summer long. This was done with the tar truck shooting a three foot wide tar patch and then a truck with a Niagara Falls sander would cover it up with stone. Chip Seal was done in a similar manner-just with trucks and sanders.

In 1975, starting pay was \$3.15 per hour and for this you were guaranteed: 40 hours per week, 2 weeks of vacation, 15 sick leave days, 0 personal days, 0 longevity pay, 0 compensatory time, all the chiggers and ticks you could stand, cold hands and feet in the winter, sunburn all summer, and varying amounts of mud the rest of the year....

“What a Dream Job!”

Bridge 63-1.38 Replacement Project

By: Todd Bumgardner, Engineering Technician

The Federally funded replacement of Logan County Bridge 63-1.38 over the CSX railroad tracks between Quincy and DeGraff began construction with a flurry of work being completed within the first few months. Between May 19, 2008 and September 10, 2008 the following major statistics were posted by Miller Bros. Construction:

- 145 H-pile were driven to depths ranging between 16.2’ to 33.5’.
- 500+ cubic yards of concrete were cast to complete the foundations.
- 600+ cubic yards of concrete were cast for abutment walls.
- 131,620 pounds of galvanized reinforcing steel were tied in-place then cast within the foundations and abutment walls.

The bridge 63-1.38 construction was well underway and progressing quickly through early September of 2008.

At the beginning of September the Logan County Engineer’s Office began to hear rumblings that the steel girder delivery was going to be delayed. Near the middle of September Miller Bros. Construction was informed by Amrod Bridge and Iron that the bridge girder fabrication was delayed and a delivery date was uncertain. Construction progress was nearly halted for three months.

With much delay and many correspondences the 135’ long steel girders arrived in Logan County on November 20, 2008, 12 weeks behind schedule. During the next three days two 165 ton cranes lifted and set the girders in place atop the abutment walls. With the girders in place Miller Bros. Construction began working towards placement of the concrete bridge deck.

The work that remains to be completed for the deck placement is weather sensitive. Ice forms easily on the steel girders and exposed plywood form work. Rain and snow also can make hanging out 2 stories above the railroad tracks slippery. Adding the wind to either of these scenarios makes working on these items dangerous. The weather and holidays have turned the bridge deck preparation work from a three week project to nearly seven weeks.

By January 9, 2009, Miller Bros. Construction will be ready to cast the concrete bridge deck. Again this is weather dependant. Temperature, precipitation and wind speed all will need to be optimal for the deck placement operations. With the snow falling today the weather is our foe and hopefully soon our friend. The contractor and the Engineer’s Office remain optimistic for a three day window with favorable weather in order to achieve the next milestone of the BR 63-1.38 project.

The current schedule would set completion of this structure in April of 2009. The replacement of bridge 63-1.38 originally constructed in 1925 was bid for \$ 2,489,547.62 in the spring of 2008. The construction is being paid with a 90% federal aid grant up to a maximum of \$ 2,363,130.00 in federal funds.

BRIDGE 63-1.38 - CONSTRUCTION PHOTOS (taken by Todd Bumgardner)



Rebar in place across the new bridge deck.



Demolition of 1925 bridge.



Pouring DeGraff side abutments.



Pouring Quincy side foundation.



Quincy side pile foundations.



DeGraff side pile foundations.



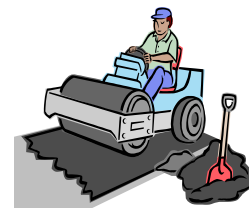
Train at 50 MPH near Quincy foundation.



Setting girders atop new abutments.

THE FOLLOWING COUNTY ROADS ARE SCHEDULED TO BE RESURFACED IN 2009.

County Road	From	To
5	CR 50	Rushsylvania East Corp. Line
12	CR 26 (left)	CR 50 (suspend)
23	CR 74 East	CR 58 (suspend)
24	DeGraff North Corp. Line	SR 235
28	CR 168	CR 29
34	SR 235	CR 59
39	SR 274	Belle Center Corp. Line
50	CR 5 / TR 110	CR 12 (right)
63	Quincy East Corp. Line	DeGraff South Corp. Line
70	CR 4	Quincy West Corp. Line
91	SR 235	CR 130
106	Belle Center North Corp. Line	Hardin County Line
144	CR 153	New Pavement
153	Zanesfield East Corp. Line	SR 287



Map Room & Website Update

In 2008, the Logan County Map Room processed approximately 210 new property splits and checked over 2,100 deeds transferring property. Staff also checked approximately 40 new easement and right-of-way documents, reviewed 9 new subdivision plats, and created approximately 50 new house numbers. The Map Room also reviewed over 145 new surveys and provided over 1,200 deed pre-approvals of legal descriptions.

The Logan County Engineer's Office has been working on construction of a Map Room page on the Engineer's website (www.co.logan.oh.us/engineer/) in which maps and surveys can be viewed 24 hours a day—7 days a week! The Map Room has scanned well over 25,000 documents for use on this site.

Some of the things you can find there are tax maps with aerial views of the entire county. There are links to a map showing the school districts and maps of the local tax district numbers. Also, the aerial photos (without tax map) are available for viewing and downloading. We also have our survey index books, survey records, plat indexes and plats available for viewing and downloading. There is a link to FEMA flood plain information.

Be sure to click on the link to our Local Base Network for GPS Control Monument information. We will be adding more information on the control points as they are processed.

**Check our website often
to see the new information and postings!**

"The Survey Says...."

Written by Curt Dill, Chief Deputy Surveyor



"I'm searching for the center of the road." That's my response to the most frequently asked question when we're working on a site survey. After that reply, I always pay close attention to the questioner's response. Most will look down, point at the center stripe and say, "well, isn't that it, after all they painted a stripe for you." In some cases, they would be close. In others, they could be feet off.

A lot of the roadways that we use here in Logan County came into existence in the mid-1800's. Most of these roads were established through the petition process. Landowners got together and decided that it would be nice to have a road by their farms or places of business. In most cases, the landowners would agree that the center of the road be their common property line and write a petition requesting the County Commissioners grant their request. If the Commissioners deemed that the road was for the public good, the petition was usually granted. The commissioners would at times establish road width at this time. Of course, roads at that time were dirt and the horse and mule was the mode of transportation. Later the dirt roads were stoned, then oiled, then tarred, then tarred and chipped all the way to the present day pavements. Our mode of transportation changed greatly. Through the years, these aggregate roads meandered one way or another. Stone was added where it was needed, not necessarily where it belonged. Today, the center of the road is not always the center of the wearing surface or pavement. So the next time you see me standing on the road scratching my head, you'll know I'm searching for its center.

2009 BRIDGE REPLACEMENT SCHEDULE

TR 164-2.10	Bridge Replacement (Monroe Township)
TR 56-5.09	Bridge Replacement (McArthur Township)
TR 181-0.80	Bridge Replacement (Jefferson Township)
CR 270-0.65	Box Culvert (Stokes Township)
CR 270-1.46	Box Culvert (Stokes Township)
CR 142-0.88	Box Culvert (Perry Township)
CR 142-5.75	Bridge Replacement (Bokescreek Township)
CR 39-6.80	Beam Repair (Richland Township)
CR 91-1.45	Bridge Replacement (Washington Township)
CR 13-1.56	Floor Beam Hanger Repair (Washington Township)
CR 26-2.68	Bridge Replacement (Rushcreek Township)
CR 38-0.29	Floor Beam Hanger Repair (Richland Township)
CR 88-0.19	Deck Replacement (Stokes Township)
CR 4-2.15	Box Culvert (Miami Township)
TR 216-1.16	Co-Op with City of Bellefontaine - County to Install

GENEROSITY OF THE EMPLOYEES OF THE LOGAN COUNTY ENGINEER'S OFFICE, LOGAN COUNTY HIGHWAY DEPARTMENT, AND LOGAN COUNTY MAP ROOM



United Way of Logan County

In 2008, employees of the Logan County Engineer's Office doubled their contributions to the United Way. These donations will help many people in our community.

Children's Services - Less Fortunate Children in Logan County

Christmas 2008 was much brighter for five children in our community because of the generous donations from employees from the Logan County Engineer's Office, Highway Department, and Map Room.

Routemarker, Mark Dearwester, and his wife, Adrienne, donated a Santa's sleigh-full of wonderful gifts for a brother and sister!

Monetary contributions from other employees were used to purchase eight gifts each for three sisters including a giant stocking stuffed full of goodies for each child. The gifts were some of the latest toys desired by kids and several outfits and clothing items for the upcoming year.

***A special "thank you" to all the employees that donated to help
five local children smile on Christmas morning!***

Employee Birthdays

"HAPPY BIRTHDAY"

January

Matt Archer
Todd Bumgardner
Harvey Grimes
Jackie Norviel

February

Jayma Burkhammer
Carolyn Grimes
Michael Reffitt

March

John Berry
Michaela Brunke
Sam Ragland
John Spencer

April

Mark Hilty
Bob Simmons
Suzanne Yoesting

May

Shirley Brunke
Scott Coleman
Dianne Gauder
Jim Logan
Dan McMillen
Joel Miracle

June

John Cummins
Curt Dill
Keith Price
Lisa Stover

July

Steven Tracey

August

Larry Artis
Jeremy Burrey
Elliott Fullerton
Jon Hines
Curtis Hites

September

Rick Archer
Bryan Dhume
Greg Kennaw
Jason McKee

October

Todd Coleman
Shane Long
Don Phipps
Denny Stryker

November

Butch Banning
Greg Dappert
Greg Swonguer

December

Dick Cooksey
Mark Dearwester
Rebecca Jolliff

**"HAPPY
BIRTHDAY"**

Work Anniversaries - 2009

January

Greg Dappert - 5 Years
Bob Simmons - 16 Years

February

Jim Logan - 12 Years
Shane Long - 12 Years
Jackie Norviel - 30 Years
Keith Price - 12 Years

March

Butch Banning - 27 Years
Todd Bumgardner - 1 Year
Dianne Gauder - 6 Years

April

Jayma Burkhammer - 10 Yrs.
Shirley Brunke - 27 Years
Jason McKee - 1 Year

May

Matt Archer - 4 Years
Dick Cooksey - 20 Years
Curt Dill - 30 Years
Dennis Stryker - 11 Years
Steve Tracey - 4 Years
Suzanne Yoesting - 15 Years

June

Larry Artis - 22 Years
Todd Coleman - 12 Years
Mark Hilty - 12 Years
John Spencer - 10 Years

July

John Berry - 27 Years
Michaela Brunke - 5 Years
Bryan Dhume - 2 Year
Carolyn Grimes - 8 Years
Michael Reffitt - 12 Years

September

Rick Archer - 25 Years
Scott Coleman - 15 Years
Becky Jolliff - 20 Years
Daniel McMillen - 16 Years
Don Phipps - 5 Years

October

Jeremy Burrey - 6 Years
John Cummins - 5 Years
Mark Dearwester - 7 Years
Elliott Fullerton - 3 Years
Jon Hines - 22 Years
Curtis Hites - 1 Year
Greg Kennaw - 3 Years
Joel Miracle - 6 Years
Sam Ragland - 5 Years
Greg Swonguer - 7 Years

November

Harvey Grimes - 19 Years
Lisa Stover - 1 Year

**"THANK YOU
FOR YOUR
YEARS OF SERVICE.
YOUR
HARD WORK
IS APPRECIATED!"**

Recent Promotions

Greg Dappert - Survey Technician 2
M. Elliott Fullerton - Highway Worker 1
Greg Kennaw - Highway Worker 1
Steve Tracey - Highway Worker 3

"Congratulations!"

Recent Retirements

Bob Schrader - 33 1/2 Years

"Good Luck!"

New Highway Department Employees

"Welcome Aboard!"

Curtis Hites was hired in October of 2008 as a Highway Worker Trainee 1. Curtis and his wife, Mika, reside in Russells Point.

Lisa Stover of Huntsville, joined our staff in November 2008 as the new Operations Clerk of the County Garage. Lisa and her husband Rick have a family of five children: Aric, Jennifer, Max, Mikaela, and Sadie.

**Please visit our updated website at
"www.co.logan.oh.us" and
click on the Engineer link.**