



The Orange Brigade



Summer 2010

Logan County Engineer's Office

Volume 37



Coleman's Comments

Greetings:

I hope our readers are enjoying the summer. I also hope that you have been able to deal with the construction zones and detours with a minimal amount of trouble. We apologize for any inconvenience, but these are signs that we are making improvements to the highway system. We have been very busy with the chip-sealing project and have started our county resurfacing project. We also have two bridges that we are rehabilitating concurrently for efficiency and cost savings. Our staff takes great pride in a job well done and I believe that they have done excellent work so far this construction season. If you see any of the County Engineer's Office staff, I encourage you to thank them for their hard work.

There has been a lot of discussion over the last year about local government reform. Some of this has come due to the charges of corruption in Cuyahoga County and some of the talk has evolved due to lower revenue levels. The solution that Cuyahoga selected will result in the elimination of several of their elected office holders. I believe that this will be a disaster for Cuyahoga County and will increase the opportunity for corruption within their government. Most importantly, I believe that the voters of Cuyahoga County will lose their voice through the loss of the individual elected office holders.

I caution you to be very aware if people start petitioning for local government reform. Eliminating your county elected office holders could very well lead to losing your voice as a voter. Currently, Ohio voters are able to directly vote for the department head of several of the county offices. This process makes sure

that we, as your elected office holder, are directly answerable to you, the voter. If you have questions or concerns about how the department is being run or why we do certain things, you can speak directly to the person that you elected. If the department heads are removed from accountability to the voters by several layers of bureaucracy, I feel that the public will have lost their direct voice and influence on how government agencies are run.

You could also start to see department heads hired and fired based on a change in political party majority of the county commission or council. Quality personnel may be replaced based on political affiliation rather than their qualifications. We have seen this process for years when a new party takes over as Governor of Ohio and new directors are appointed at the state agencies. This is usually not a good process for continuity or department policy.

There are however, many things that we can do to improve government efficiency, cost effectiveness, and cooperation. Changing of the State law in many instances could allow government entities to cooperate in streamlining services. As your County Engineer, I am always looking for ways to improve our efficiency and reduce our costs in delivering you quality services and the best possible transportation system. The staff and I are always happy to answer your questions and hear any recommendations that you have. We never lose sight of the fact that we work for you.

For more information on local government reform, please visit

<http://www.ohioreformandcollaboration.org/>

Sincerely,

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



TARGET SAFETY...



By: Todd Bumgardner, Engineering Technician 2

Our new safety program is continuing with our monthly safety meetings and daily safety briefings. Most recently, guest speaker Rick Reynolds from Asphalt Materials and our own Joel Miracle (Highway Maint. Superintendent) discussed safety issues regarding the summer chip seal program. Chip sealing consists of sweeping the road surface, distributing 300 degree liquid asphalt then spreading and rolling a fine gravel, all completed with county forces. This operation provides the county an economical solution, extending the useful life of recently paved roads. Safety concerns range from temporary traffic signage, trucks entering and exiting the work site, flagging local traffic, quarry operations as well as handling 300 degree liquid asphalt. During chip sealing operations many things are happening quickly in a small area.

The Logan County Engineer's Office and Highway Department reached a safety milestone last month. A breakfast was held on June 24, 2010 allowing the employees to take a moment and reflect on a year without an injury that resulted in an employee missing scheduled work time. Each employee was given a pair of high visibility reflective leather work gloves and many door prizes were handed out. In addition breakfast was prepared by employees with food donated from employees. It was a great event!

Every employee had a part in achieving the milestone over the last twelve months. During that time Logan County Engineer's Office spent \$5,458.04 as the highway department continues efforts in upgrading safety gear to comply with current standards. All employees have put in many hours reviewing operations, watching out for others, attending monthly safety meetings as well as daily safety briefings. Congratulations to everyone's efforts in keeping our employees injury free and getting all home safely for dinner with our families.

I think everyone would agree....here is to another safe year.

BRIDGE LOAD RATING

By: Bryan Dhume, P.E., Assistant Engineer

The load rating of a bridge is the maximum live load that a bridge can safely carry. Live load for a highway bridge is mostly vehicular traffic. The load rating is expressed as either a rating factor, or as a tonnage for a particular vehicle. For example, a rating factor of 1.5 on a bridge for a 40 ton Ohio 5C1 truck (five-axle tractor-trailer) means the bridge can safely support a load of 60 tons for that particular vehicle with an appropriate weight permit. The 5C1 truck is one of four Ohio legal load configurations.

Load ratings are required by the Federal Highway Administration (FHWA) for bridges greater than 20 feet in length. While load ratings are not specifically required by the Ohio Revised Code (ORC), postings for bridges that cannot safely support Ohio legal loads are required. The load rating is one method of determining what tonnage the bridge should be posted for.

The Logan County Engineer's Office maintains 206 bridges with lengths greater than 20 feet; meaning that we should have load ratings for all of these bridges according to FHWA. In reality we do not, and neither do most of the counties in Ohio. The reasons are multi-faceted; time constraints, labor constraints, lack of good methodology for some structure types, lack of adequate construction plans, higher priorities, and various other reasons depending on the county you ask. Additionally, the load rating is only one method for determining the safety of a bridge. It can be a very useful tool for bridges with significant deterioration or those that need evaluated for an overloaded vehicle, but so can calculations that simply determine individual stresses in the bridge members. Regardless, the load rating requirement is now being enforced by FHWA, the carrot being the eligibility to receive federal funds for projects.

The County Engineers Association of Ohio (CEAO), the Ohio Department of Transportation (ODOT), and FHWA have entered into an agreement on the terms and timeline of the counties in Ohio to get their required load ratings completed. The next milestone is 40% completion by October 1, 2010. 49% of Logan County's bridges have been load rated at this time. An additional six truss bridges will be load rated by the consulting firm Kohli & Kaliher Associates, Inc. this summer using federal funding received for fracture-critical bridges. And any new bridges constructed are being specified by our office to include load rating as part of supplying or installing the bridge members. Load ratings for the rest of the bridges will continue to be completed in-house, as we work toward meeting the October 1, 2013 deadline in the agreement.

“On the Road Again...”

*By: Joel Miracle
Highway Maintenance Superintendent*

The Logan County Highway Department has been working on the improvement of roadway shoulders for our snow plows in the winter season and for the traveling public all season long. We have hauled several tons of dirt to these locations, leveled with our equipment, and seeded with straw. We plan to continue to improve other county roads in the near future.

Over the last two years we have widened County Roads 142 and 26 north of West Mansfield. This will help with driving of those roads due to the high volume of over-the-road trucks and agricultural equipment in those areas.

Our crews have been cutting limbs and brush at many intersections to help site distance throughout the county.

As of the end of June, we are 75% completed with our Chip-Seal Program using CM-90 material. We hope to start the 2011 Culvert Replacement Program in August.

“Traffic on the Move”

*By: Don A. Phipps
Traffic Control Superintendent*

The Traffic Department has begun the 2010 Logan County Traffic Count Project. You may have noticed the rubber hoses crossing some roadways. Every three years, the County does a survey on all County roads and some Township roads to check the amount of vehicles traveling the roadways. This is to help us keep up with proper maintenance of each individual road.

Also, you may have noticed the new high reflectivity signs on County roads. All signs will be converted to high reflective signs to meet new federal mandates. This project must be completed by 2015. We are proud to report that our department is over twenty percent completed with this large work assignment.

NEW EMPLOYEES

Three new Ditch Maintenance Technicians have joined the crews of the Logan County Highway Department.

Drew Farris from Lakeview, Ohio

Kip Jenkins from Huntsville, Ohio

Luke Jolliff from East Liberty, Ohio

Welcome to our team!

RECLASSIFIED EMPLOYEES

Two employees recently requested to transfer from Highway Worker jobs to Ditch Maintenance Technicians.

Congratulations to both on successfully transitioning to new positions!

Mark Hilty & Greg Swonguer

“College Interns for 2010”

*By: Dianne Gauder
Personnel Specialist*

Each summer season, the Logan County Engineer's Office considers hiring local, college-bound students enrolled full-time for the fall. If funding allows, the program begins in May and concludes in September. Applications are accepted during the month of March. This is a very popular program and many students have said this job was an excellent resume builder and helped to form the foundation for a strong work ethic. This is an excellent opportunity for young men and women in our community to learn about the hard work and value of being a public servant. The following students were selected for the 2010 College Intern Program. Congratulations!

Matthew Baird - 1st Year

Samuel Collins - 1st Year

Andrew Haun - 1st Year

Ryan Jacobs - 1st Year

Julianne Minnich - 3rd Year

Brandon Shiveley - 1st Year



2010 UPCOMING PROJECTS

Jurisdiction	Type	Contractor	Funding	Cost
Logan County	Paving	The Shelly Company	Auto/Gas Tax & ST	\$1,795,935.25
Townships	Paving	The Shelly Company	OPWC, TST, & Reg.	\$1,340,913.00
Villages	Paving	The Shelly Company	OPWC, VST, & Reg.	\$ 239,275.00
Logan County	Pavement Marking	Out for Bid	Auto/Gas Tax	\$ 55,731.08 est.
Logan County	Guardrail Inventory Study	Mastermind Systems	Grant & Auto/Gas Tax	\$ 37,245.00
Logan County	Sign Upgrade	Vulcan Signs	Grant & Auto/Gas Tax	\$ 69,500.05
TOTAL				\$ 3,538,599.38

OPWC = Ohio Public Works Commission Funding
 Reg. = Regular Funding
 ST = Sales Tax
 TST or VST = Township Sales Tax or Village Sales Tax

NATIONAL HISTORICAL COVERED BRIDGE PRESERVATION GRANTS

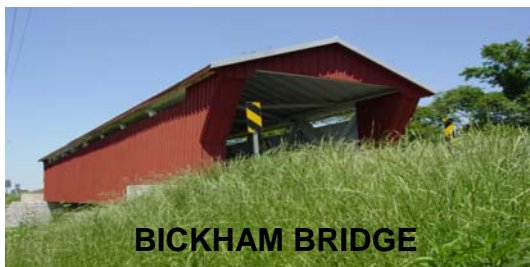
By: Todd Bumgardner, Engineering Technician 2

The Logan County Engineer's Office continues to look for creative cost effective solutions for the preservation, upgrading and replacement of our current bridge inventory.

Last month our office applied for two National Historical Covered Bridge Preservation Grants, one each for the Bickham and McColly covered bridges. The grants, totaling \$268,355.84, if awarded to Logan County, would allow for reapplication of wood stain and fire retardant paint to the structural members. In addition an aesthetic upgrade of exterior and interior lighting would be installed. The lighting has many benefits, such as preservation as a vandalism deterrent as well as keeping wildlife from nesting and aesthetics creating a visual upgrade at night in hopes of attracting visitors to Logan County's historical landmarks.

Currently, the office is looking to apply for the 2010 FHWA Innovative Bridge Research and Deployment Program. The requested funds for this program are available for bridge projects that meet the criteria of FHWA's "Every Day Counts" Initiative on accelerating innovative technology deployment, shortening project delivery and going greener.

These and other grants have the potential to provide federal funding for Logan County bridges and highways. These programs will keep Logan County landmarks preserved and will allow Logan County to be at the forefront of innovative green technologies in bridge construction.



BICKHAM BRIDGE



MCCOLLY BRIDGE