



The Orange Brigade



Summer 2021

Logan County Engineer's Office

Volume 59



Coleman's Comments

Force Account Limits:

Force account work refers to projects that we can construct with our own workforce rather than contracting work out to private construction companies. Performing work with our own work crews allows us to use the public funds more efficiently and complete more highway improvements every year. We do Force Account work that includes bridge and culvert replacement, bridge and culvert rehabilitation, small paving improvements, roadside mowing, spraying, crack sealing, chip sealing, ditching and snow plowing, and sign replacement. It also includes various other road and drainage repairs. Our crews are very efficient and capable of performing this work. Contracting out for construction projects has significantly higher costs to cover more detailed plans, bidding, inspection, mobilization, and profit.

In Logan County, we build nearly all of our bridges with county crews and contract out for road resurfacing. Historically, Shelly Company, located at the Belle Center plant, does all of our annual contract paving, which benefits local companies and residents. The current force account limits established in 2003 are \$100,000 per bridge and \$30,000 per mile for road construction. The National Highway Construction Cost Index shows a 96% increase from 2003 to 2019.

The Ohio Legislature has finalized the state biennial budget and has removed language that would have increased force account limits for counties to \$90,000 per mile for roads and \$225,000 for bridges. We must encourage the state legislature to increase the force account limits so that we can continue to save the taxpayers' money by constructing road and bridge projects with our own crews. Please call your State Representative and State Senator to ask them to increase force account limits to account for inflation since 2003.

1/2 % Sales Tax for Roads and Bridges Renewal:

The one-half percent sales tax for roads and bridges was first passed in 1997 and has been renewed every five years since. Currently, the sales tax generates about \$3.7 million annually and is divided among county (50%, \$1,840,291.64), townships (20%, \$736,116.63), municipalities (20%, \$736,116.63), and land use and economic development (10%, \$368,058.33). Since 1997, over \$50 million has been invested in county and township roads and bridges, and we have replaced/rehabbed 148 bridges. Since 2007, \$6.8 million has been received for village and City of Bellefontaine roads and bridges.

Since the last voter renewal, the State Legislature increased the motor vehicle fuel tax, which significantly helped. However, it did not fully replace the funds generated through sales tax. Also, during the last renewal period, our Sheriff's Office has identified a compelling need for additional funds related to public safety. With the local needs of our Sheriff's Office in mind, the Engineer's Office has agreed to split our portion of the renewed 1/2% sales tax equally. The Citizens for Better Roads

Continued from Coleman's Comments....

November ballot with the following funding split:

- 25% County roads and bridges and stormwater within the right-of-way (\$920,000 estimated).
- 25% Logan County Sheriff (\$920,000 estimated).
- 20% Township roads and bridges and stormwater within the right-of-way (\$736,000 estimated).
- 20% Municipal roads and bridges and stormwater within the right-of-way (\$736,000 estimated).
- 10% Economic development and land use planning- typically: Logan County OSU Extension Office, Logan County Soil and Water Conservation District, Ag society, Community Improvement Corporation/Chamber of Commerce, Logan-Union-Champaign Regional Planning Commission (\$368,000 estimated).

If you have any questions about the sales tax for roads and bridges, please contact the Logan County Engineer's Office.

We ask for your support in **RENEWAL** of the 1/2% Sales Tax for Roads & Bridges and including the Sheriff's Office in November.

Sincerely,



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



Thank You!

A big **THANK YOU** to our crews who kept the county roads clear of snow and ice during this past winter. We also had some good help keeping the trucks running and for that we thank our mechanics. You are all appreciated!.

Our office also received several "thanks" from the public thanking the Road Crews for being so helpful and doing a great job on the roads.

New Hire, Milestones and Promotions

*By Misty Centers
Personnel Specialist*

Allen Campbell was promoted to a Ditch Technician II in April 2021.

We have had several new hires join our organization this spring:

- **Troy Pursley** - Hired March 1, 2021 as a Highway Technician I
- **Ken Nienberg** - Returned May 17, 20201 as a Seasonal Driver
- **Mel Roberts** - Returned May 17, 20201 as a Seasonal Driver
- **Jonathan Parthemore** - Hired June 7, 2021 as an Engineering-Map Room Trainee



Faulkner-Wheeler Joint Ditch Project Nears Completion

*By: Michael Kerns, P.E.
Assistant Engineer*



On December 10, 2018, a landowner submitted a petition to the Logan County Commissioners requesting that the portions of the Faulkner Ditch and Wheeler Ditch located between County Road 23 and Township 78 in Pleasant Township be improved.

Since the watershed involved landowners in two counties, both the Shelby County Commissioners and Logan County Commissioners partook in the proceedings (i.e. the viewing and hearings) and legal decisions were made by a joint board composed of both sets of county commissioners.

The main portions of the project involved the decommissioning of: 1460-feet of 22" diameter clay tile, 3760-feet of 24" diameter clay tile and 4213-feet of 27" diameter clay tile; and the installation of: 5220-feet of 24" diameter polyethylene corrugated double-wall pipe, 4363-feet of 30" diameter polyethylene corrugated double-wall pipe, two 2-3 catch basins, four hickenbottoms, a concrete headwall, miscellaneous tile connections, linear grading to ensure positive drainage, and seeding. Three bids were received to perform the work for this project and Donald A. Sommer, Inc., of Anna, Ohio, was awarded the bid with a bid amount of \$380,013.55.

The tile was effectively and efficiently installed using a rounded trench bottom formed by a "spoon" attachment. Installing the pipe with a rounded trench bottom saved substantial amounts by reducing labor and material costs that would have incurred if the special "spoon" attachment was not used.

The Logan County Engineer's Office was responsible for the design, administration and inspection of the Faulkner-Wheeler Joint Ditch. As of this writing, the Logan County Engineer's Office is monitoring the seeding that has been placed and if all goes well it is expected that the Faulkner-Wheeler Joint Ditch will be accepted by the joint board and placed on permanent ditch maintenance by the end of October 2021. This ditch will be permanently maintained by the Logan County Engineer's Office.

Construction and maintenance of petitioned ditch projects are financed with funds coming from assessments levied to the benefitted property owners.



Map Room

By Suzie Cochran
Map Room Supervisor

The Map Room records can be found on the Logan County Engineer's Office website at www.lceo.us under the Map Room link in the upper left-hand corner of the main web page. These records include surveys, field books, subdivision plats, railroad plans, highway plans, cemetery plats, along with the individual township and City of Bellefontaine tax books ranging from 1870 to 1977. In addition, there are links to the county shapefiles, school district maps, voting precinct maps, tax district maps & fire district maps. You can also access current County Tax maps with and without the 2017 aerial photography, in addition to aerial photos from 2001 and 2005. Additionally, there is a link to FEMA to view the flood plain maps. If you need assistance locating a specific record, we are available at (937)599-7230 or at maproom@co.logan.oh.us.

Ditch Maintenance & Traffic Department

By Steve Tracey
Ditch/Traffic Superintendent

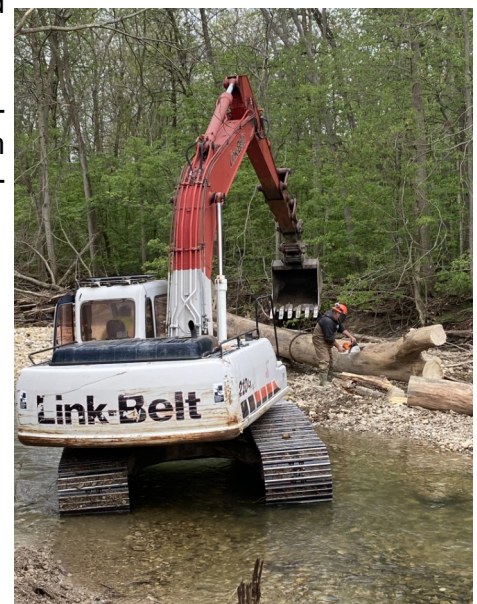
Our Sign Department has been busy making new signage for our upcoming Chip-seal program. We currently maintain over 7,000 signs. This spring, we oversaw an extensive guardrail program that installed over 13,000 feet of guardrail on various County Roads, including 153, 18, and 73. We conducted speed studies for Monroe Township on Township Road 164. Additionally, we installed several new signs, and fixed or replaced around 50 mailboxes from this past snow and ice season.



This spring, we repaired the outlet of the Smith-Sickles tile that runs into the Lidget ditch. We cut a center dip on a large section of Stoney Creek and repaired its tile outlets. We performed maintenance on the South Fork ditch by removing a significant log jam. Ditch Crew Superintendent, Steve Tracey sends out a special thank you to the Bridge Crew for removing a large tree at the Bickham covered bridge on the South Fork that fell due to high winds.

The Lamb ditch outlet was dipped and cleaned out. We removed beaver dams from the Hankison ditch, in addition to performing erosion control on the ditch's bank slides and placed concrete where needed.

The Ditch Crews have been mowing and spraying along county roadside maintenance ditches and waterways. They are using our Boom Axe mower on guardrails, roads, and bridges to prevent any sight distance issues.



Bridge Crew Update

*By: Dan McMillen
Bridge Superintendent*

In February 2021, we reinforced webs of seven (7) beams on the west end of Bridge 6.08 on County Road 39 with half-inch steel due to deterioration. In early March, we reinforced five beams on bridge 2.68 on County Road 18 by adding five (5) plates to the bottom flange of the beam with 150 pounds of 7018 weld rod. Each plate was 21' long, 12" wide, 1" thick, and weighed 610 pounds.

At 0.94 on County Road 2, we replaced 60' of aged CMP with a 60' x 36" N12 culvert. We also repaired an aging box culvert for Monroe Township on Township Road 55 by adding two edges at the footings and pouring a concrete floor. This structure is 18' long, 6'6" high, and 6'8" wide.

We replaced and fixed the guardrail and post on County Road 1 and County Road 277 caused by vehicle damage. In addition, we fixed a beam member on the County Road 38 covered bridge that was struck by a large vehicle.

To date, we have cleaned 273 bridges by using high-pressure air to the decks and abutments. This maintenance helps prevent damage and erosion and is an essential step to extending the life span of bridges. We have also repaired and painted two (2) wood rail bridges at Indian Lake on County Road 286.



Before



After

The Logan County Engineer's Office proudly sponsored a new vehicle for the Logan County Sheriff's Office.



Safety in Work Zones – how to drive safe, work save, and save lives.

To protect field workers and all road users, follow these tips for traveling safely through work zones.

- **Know Before You Go.** Before heading out, check for the latest traffic conditions along your route, such as your local newspaper or radio station. With information on active work zones, you can change your trip, possibly avoiding work zones altogether.
- **Stay Alert and Obey the Roadway.** Be aware of all activity occurring around you, including paying attention to other drivers and road users. Work Zones change daily; pay attention so you can anticipate new traffic patters. Remember, signs, cones, barrels, and flaggers are there to help maneuver you safely through the work zone.
- **Watch for Workers.** In 2019, 135 workers were killed in highway work zones.
- **Watch for Sudden Stops.** Work zone activity often leads to congestion, delays, and traffic queues. Be alert and watch for sudden stops. In 2019, nearly one quarter of all fatal work zone crashes involved rear-end collisions.
- **Slow Down.** Speeding can lead to crashes with field workers. Make sure to obey posted work zone speed limits and keep a safe distance from the vehicle ahead of you.
- **Use Caution Around Large Vehicles.** Large vehicles have a slower reaction time, so refrain from making sudden lane changes in front of trucks or buses that are trying to slow down.
- **Keep Everyone Safe.** Be respectful of workers, fellow drivers, and all road users. We need everyone to work together to ensure we all stay safe.



Digital Message Boards

In March 2021, the Logan County Engineer's Office received two trailer-mounted changeable Solar Tech digital message boards through the 2018 State Homeland Security Program Grant.

These units are available for emergency deployment throughout Logan County and the central region (HS4) of Ohio. Locally, the message boards are available for emergency uses and roadway projects.

We extend a special thank you to Helen Norris, Logan County EMA Director, for securing the grant funding for these units for Logan County and the region.



For the safety of our workers, please drive cautiously in all work zones. Thank you for your cooperation and patience.

Administration Update

*By Todd Bumgardner
Administrative Coordinator*



Summer is our time for performing and contracting work on our county highway system. This summer, we contracted over 3.115 million dollars of work on Logan County Roads. Federal and state grants will pay for over one-third of these contracts. These projects include asphalt concrete resurfacing, township chipseal resurfacing, guardrail replacement, pavement marking, and sign upgrades. All the 2021 contracts were bid online using our free partnered access with Ohio DOT, which was beneficial this spring, considering the challenges of in-person bid openings and meetings.

Now that the bidding for this season is complete and under contract, our short-term planning focus now shifts to next year. In planning 2022 contracts, our office will be working with each township compiling and administering a single Ohio Public Works Commission (OPWC) resurfacing project. The OPWC grant funds have been in place for over 35 years and are available to public agencies. The project's total cost is a total of a million dollars and will be roughly funded at 90% by OPWC, with little remaining cost to the townships.

Our office continues to seek out, apply, and administer these types of grants. Combining federal and state grants with local sales tax specifically identified for roads and bridges, our office can continue to deliver a premium roadway system for the residents of Logan County.

Highway Update

*By Joel Miracle
Highway Superintendent*

The Highway Department continues to maintain 370 miles of highway throughout the county. This spring, we prepped roads before the start of our paving and chipseal programs. Crews have put down over 21,000 lbs. of crack-seal material and ran 4,000 gallons of emulsion through our durapatcher on chip-sealed roads. With the help of our seasonal drivers, we can stockpile stone at various locations within the county to help streamline our efficiency and productivity during chip-seal.

The Shelly Company was awarded bids to surface over 21 miles of county roads, and our crews will chip seal 61 miles of county roads through the summer. After chipseal is complete, we will fog seal 16 miles of sealed roads.

This past fall, we widened the stone berm along County Road 26 at Benjamin Logan Schools and County Road 5 to improve the safety with the flow of traffic waiting to pick up or drop off students. This summer, we will double chipseal the berm for stability.



Safety Update: Reporting Close Calls

*By: Mark Hilty
General Superintendent*

What is a close call or a near miss, and why is it important to report it?

A "close call" is an unplanned incident that does not cause personal injury, property damage, or release to the environment but, under other circumstances, could have quickly done so. Examples can include; minor property loss, unsafe condition, minor injury, unsafe act, potential injury, potential property damage, or a safety barrier challenge.

Have you ever thought to yourself, "That was close" or "They could have easily gotten hurt"? Well, most likely, you were in or just witnessed a close call. If this close call goes unreported, it could result in an injury or property damage the next time.

We want to keep everyone safe, so if you see something you think is a close call, please report it to your supervisor or a safety committee member. If it's something you can take care of right away, then do so.

Why should you report a close call?

- For us to learn from close calls, incidents need reported and investigated.
- Employees need to understand that the purpose of studying near misses is not to penalize employees or assign blame; it is to improve workplace safety and reduce injuries.
- Reporting close calls lead to correcting pending unsafe conditions and practices and improvements in work areas and job procedures before an injury occurs.
- Failing to report even a minute incident allows hazards to escalate into serious situations.

Safety is everyone's responsibility, and we can all go home safe at the end of the day by working together.

Bridge Dedication

The Logan County Commissioners recently dedicated BR TR 174-0.56 in honor of the late Alan Hale, a former director of the Logan County Solid Waste District and Recycling Centers in Logan County. "Through his educational programs, speaking engagements, and cleanup projects [Alan] brought the recycling program to the entire county and committed Logan County to zero waste by 2020" (Logan County Commissioners Resolution No. 166-21).

The Liberty Township Trustees erected a plaque to "commemorate and dedicate the bridge as a prominent and functional tribute to his service."

The Alan Hale Bridge spans the Onion Ditch and was the nation's longest plastic recycled bridge on the National Highway System at the time of its completion in 2013.

