

**OFFICE OF THE  
LOGAN COUNTY ENGINEER**

**2022 ANNUAL REPORT  
2022-2023 ROAD REVIEW**

*April 1, 2023*



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



Bridge 174-0.56  
over the Onion Ditch



McColly Covered Bridge 13-1.56  
over the Great Miami River

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<b>EMPLOYEES OF THE LOGAN COUNTY ENGINEER'S OFFICE</b>		
<b>County Engineer</b>		
Scott C. Coleman, P.E., P.S.		
<b>Engineering Department</b>		
Les Blosser Todd Bumgardner Michael Kerns, P.E.	Michaela Brunke Misty Centers	Shirley Brunke Greg Dappert Jonathan Parthemore
<b>Map Room</b>		
Jayma Burkhammer	Suzie Cochran	Jonathan Parthemore
<b>Highway Department</b>		
Trent Helmlinger Jim Jones Troy Miller Joe Rose	Elverton Hyland Bryan LeVan Candy Powell Kyle Rumer Todd Wisse	Mark Hilty Dan McMillen Tony Ransbottom John Spencer
<b>Ditch Department</b>		
Allen Campbell Dick Sidders	Greg Kennaw	Chris Loudermilk Steve Tracey
<b>Bridge Department</b>		
Andrew Farris David Kirkpatrick	Elliott Fullerton	Luke Jolliff Tracy Prater
<b>Traffic Department</b>		
Mark Dearwester		

## Logan County Engineer's Office

April 1, 2023

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

The following pages contain our Annual Report for 2022. On the back page, the reader will find a breakdown of the road miles, the number of bridges in our system, and the number of signs and culverts that we maintain. Also included in this report is what we accomplished in the year 2022 and what we plan to accomplish in 2023.

In 2022 we resurfaced 15.5 miles of county highways, chip-sealed 53 miles, fog sealed 17 miles of county highways, replaced 1 bridge and 15 standard culverts. We assisted the Township Trustees with the resurfacing of 22 miles of roads and chip-sealing another 22.7 miles.

We saw a significant increase in salt prices for the 2022-2023 winter season. In the 2021-2022 season, we paid \$70.38 per ton for road salt and entered winter with a full stockpile. The road salt bid for 2022-2023 winter fill was \$76.53 per ton. Due to dramatically fluctuating prices from year to year, we have become more efficient and effective in how we utilize our labor and materials in clearing roadways of snow and ice. We have pre-wetting systems installed on all of our front line trucks to increase our available options for treating roadways. We have implemented the use of Beet Heet® sugar beet molasses for pre-wetting our salt at the rear auger. This product increases our ability to melt ice at lower temperatures. Our overall snow and ice control costs for calendar year 2022 were \$397,274.09 and were near our average winter costs of \$400,000.

We thank the citizens of Logan County for their continued support and renewal of the 1/2% sales tax which allowed us to continue upgrading our transportation infrastructure. Sales tax revenue increased by 2% in 2022. Motor vehicle fuel tax revenue decreased by 1.05% and automobile registration fees decreased by 0.69% in 2022. The Logan County Engineer's Office has been aggressively seeking grant funds to supplement our regular funding and sales tax funding. In 2022, we received a total of \$186,231 in grant funds. The grants funded Bridge 21-1.00 bridge replacement, pavement markings and guardrail study.

The 1/2% sales tax for roads and bridges generated \$4,183,319.50 in 2022. The County portion totaled \$1,735,612.79 and the Township portion totaled \$836,663.87. The Sheriff's Office portion totaled \$356,046.98 and Economic Development and Landuse Planning totaled \$418,331.99. The total municipal sales tax collections were \$836,663.87 and were shared among Bellefontaine and the villages based on population. Total sales tax expenditures were \$1,626,193.72 for County projects and \$456,278.68 for Township projects. The County Engineer's Office expended \$8,621.91 in 2022 to develop, administer and perform inspections for the township paving and chip-sealing.

The Logan County Engineer's Office has been implementing shared services for many years and continues to expand them. We have performed roadside mowing, roadside spraying, sign inspections, township sign replacement, sign post driving, painting railroad crossing warnings, setting back mailboxes, roadside ditching, boom mowing of roadside vegetation, pavement repairs, small paving projects, small chip seal projects, roadway shoulder stabilization, guardrail repair/replacement, dura-patching, and culvert replacements for a few townships and villages. This is a mutually beneficial process where we can save the townships and villages money and offset some of our labor and equipment costs. We work with the City of Bellefontaine, villages, townships, County Commissioners, adjacent counties, and ODOT for shared services to better serve our community.

We have been working with our state legislators for the past several years to develop a long term funding source for Ohio's local roads and bridges. Thanks to Governor Mike DeWine and the state legislature for passing the motor vehicle fuel tax increases in 2019. This will go a long way to fix the statewide shortfall in local highway funding. The new motor vehicle fuel user fee increase of 10.5 cents per gallon on gasoline, 19 cents per gallon on diesel, \$200 registration fee for electric vehicles, and \$100 registration fee for hybrid vehicles began collection in July of 2019. In 2020, we received \$3,614,207.26 from motor fuel tax. In 2022, we received \$3,700,502.64 from motor fuel tax. The 2022 receipts are approximately \$1.3 million more than we received in 2018, which is less than the projected increase of \$1.5 million, but Ohio continues to experience a significant decrease in fuel sales. Overall, this means that the new fuel tax is not adequate to replace our local sales tax for roads and bridges. Please encourage our Ohio Representatives and Senators to work toward additional funding solutions to provide adequate highway infrastructure funding for local jurisdictions. Temporary reduction of the fuel tax is not a solution for increased fuel prices due to production issues and international conflicts. We must preserve the fuel tax for funding of county, township, and municipal roads and bridges.

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

## **The Condition of Our Highway System**

We have experienced a mild winter season as far as snow and ice control costs and overall road damage has been minimal. Temperatures have been above normal this season. We still encourage our residents and neighbors to try to reduce loads or delay hauling operations during the wettest weeks of the year (generally March through May). Additionally, we ask that local industry and trucking companies utilize proper haul routes when travelling through the county. Overall, our county roads are showing below normal signs of damage through this winter.

In 2023, we plan to resurface 12.6 miles of roads, chip-seal approximately 38 miles, and fog seal 38 miles. In order to preserve our new pavements as long as possible, we must seal them as soon as we can after resurfacing. This year we will again be able to seal the new resurfacing within weeks after the roads are paved. Results over the past few years indicate that this process has been very cost effective and improves pavement performance. This year we will continue to work with the asphalt supplier to develop a low volume traffic mix design to provide a longer lasting and more resilient pavement. We have completed the surface course of paving on all county roads and will continue building thickness and strength with this year's resurfacing program. From 2003 through 2005, we placed only the intermediate course of pavement on many of the roads that were resurfaced. This process allowed us to repair more miles of very poor pavements each year than we could have if we had applied both courses at the same time. Since 2001 (inclusive), we have repaved over 568 centerline miles on the county highway system. We will also continue our crack sealing program to extend the service life of the roads in the county.

We continue to make strides with our bridge program. We are continuing to upgrade our overall bridge conditions with the replacement of 1 bridge, milling, waterproofing and repaving 2 bridges, and general maintenance on several bridges. We have one bridge with a weight restriction affecting school buses. The historic iron truss (bridge 21B-0.05) over the Great Miami River is closed to traffic, but it has been bypassed by the new two lane Chester R. Kurtz Bridge. We have applied for federal funding for the rehabilitation of this bridge and hope to receive approval in May of 2023 for construction in 2025.

There are 21 bridges with posted load restrictions. Four of these are posted only for emergency vehicles (EV) which include overweight fire tankers and ladder trucks. Fourteen bridges are rated a 5 or less and many of the older structures continue to deteriorate as we replace others. Since 2001 (inclusive), we have replaced or performed rehabilitation on 132 structures. Bridge material costs have increased significantly over the last several years. In 2001, we were estimating replacement costs at \$48.00 per square foot of deck area, now we must use at least \$200 per square foot for estimating our bridge program.

Since the force account limits for projects that we can construct with our own staff were increased in 2003, construction material costs have increased between 44 and 220 percent. The current force account limits are \$100,000 per bridge and \$30,000 per mile for road construction. The State Legislature has approved increasing the force account limits to \$233,000 and \$70,000, respectively, with an annual inflation factor. Please thank your state legislators and Governor DeWine for approving these vital increases.

### **Petition Ditch Maintenance**

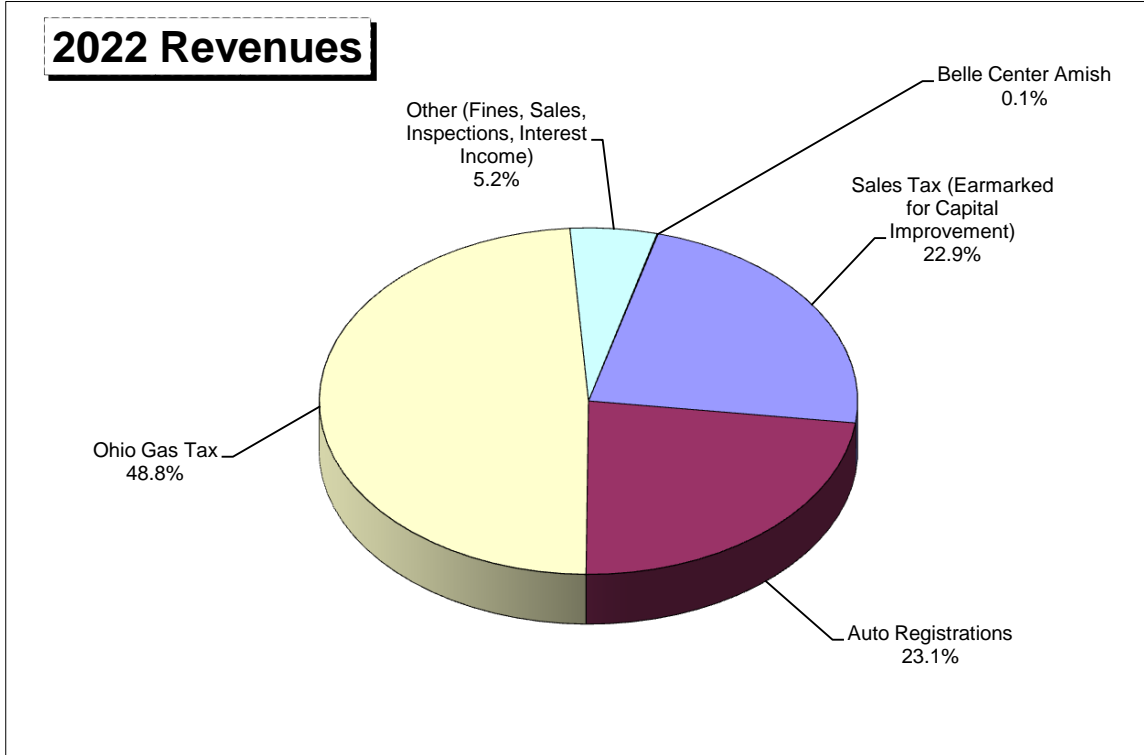
The ditch department maintains 47 maintenance ditches. These ditches consist of 38.00 miles of open waterway ditches, 17.38 miles of tile and 9.2 miles of grassed waterways, totaling 64.58 miles of maintained ditches

In 2022, some level of maintenance was performed on every ditch. General maintenance includes mowing, spraying, center dipping for improved flow, crossing repairs, bank slip repairs, erosion control, tile repairs, and removal of log jams.

In 2022, we spent \$60,072.35 in maintenance, placed over 100 tons of dump rock/recycled concrete, replaced 74 feet of tile, applied 214 gallons of liquid herbicide, and 22 pounds of dry herbicide.

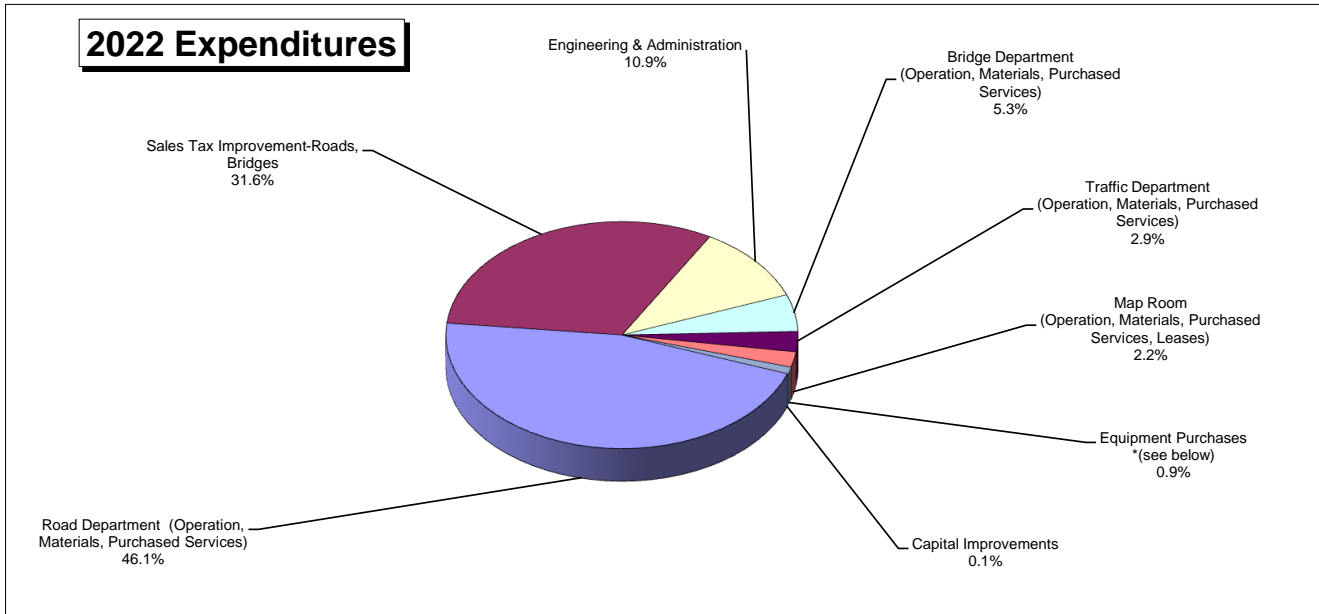
2022 Revenues		
Sales Tax (Earmarked for Capital Improvement)	22.9%	\$ 1,735,612.79
Auto Registrations	23.1%	\$ 1,754,248.07
Ohio Gas Tax	48.8%	\$ 3,700,502.54
Other (Fines, Sales, Inspections, Interest Income)	5.2%	\$ 395,630.82
	0.0%	
	0.0%	
Belle Center Amish Church Community - Voluntary Contribution	0.1%	\$ 4,450.00
<b>Total</b>		<b>\$ 7,590,444.22</b>

\*Federal Funds Revenue does not include direct pay to contractors



2022 Sales Tax	
<b>County Carryover from 2021</b>	<b>\$ 1,207,500.53</b>
<b>Township Carryover from 2021</b>	<b>\$ 1,262,589.38</b>
<b>Income - County 2022</b>	<b>\$ 1,735,612.79</b>
<b>Income - Township 2022</b>	<b>\$ 836,663.87</b>
<b>Expenditures</b>	
County ST/OPWC Resurfacing 2021	\$ 101,312.00
County ST Resurfacing 2022	\$ 1,637,617.03
County ST Rejuvenating Sealer	\$ 154,313.25
Bridge T115-1.14 Box Culvert	\$ 46,585.00
Bridge H-pile	\$ 35,357.96
Township Chip-Seal Contract 2022	\$ 313,676.31
Township ST/OPWC Resurfacing 2022	\$ 729,891.20
<b>2022 County Carryover</b>	<b>\$ 967,928.08</b>
<b>2022 Township Carryover</b>	<b>\$ 1,055,685.74</b>
<b>Total Carryover</b>	<b>\$ 2,023,613.82</b>

2022 Expenditures		
Road Department (Operation, Materials, Purchased Services)	46.1%	\$2,879,013.43
Sales Tax Improvement-Roads, Bridges	31.6%	\$1,975,185.24
Engineering & Administration	10.9%	\$681,894.44
Bridge Department (Operation, Materials, Purchased Services)	5.3%	\$328,547.24
Traffic Department (Operation, Materials, Purchased Services)	2.9%	\$180,278.23
Map Room (Operation, Materials, Purchased Services, Leases)	2.2%	\$136,646.29
Equipment Purchases* (see below)	0.9%	\$55,111.60
Capital Improvements	0.1%	\$6,183.15
<b>Total</b>		<b>\$6,242,859.62</b>



*Major Equipment Purchased in 2022	
Computer and Phone System Equipment	\$2,288.69
Two Equipment Lightbars	\$2,139.00
9 Wheel Dyna Pack Roller	\$21,000.00
Two Land Pride Rotary Cutters	\$29,564.72
Stihl Leaf Blower	\$119.19
<b>Total</b>	<b>\$55,111.60</b>

**2022 ROAD PROGRAM**

The Highway Department is responsible for all Force Account projects (non-contract work performed by County Engineer employees), snow and ice control, berm repair, pavement patching, washout repairs, 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 road systems. The Highway Department was extremely busy in 2022, working ahead for the 2023 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).

<b>Review of Miscellaneous 2022 Expenses</b>				
	Labor	Amortized Equipment	Materials and Contractor Work	Total
Mowing	\$ 92,601.36	\$ 112,718.93	\$ -	\$ 205,320.29
Roadside Spraying	\$ 11,877.70	\$ 3,788.11	\$ 10,029.26	\$ 25,695.07
Durapatching	\$ 12,020.92	\$ 11,008.06	\$ 5,753.27	\$ 28,782.25
Crack Sealing	\$ 34,429.78	\$ 1,857.29	\$ 36,158.16	\$ 72,445.23
Tree & Brush Removal	\$ 63,276.29	\$ 45,350.48		\$ 108,626.77
Culvert Repair & Replacement (not related to resurfacing)	\$ 30,171.85	\$ 21,211.61	\$ 21,653.40	\$ 73,036.86
Sign Repair	\$ 5,854.56	\$ 3,926.37	\$ 4,832.02	\$ 14,612.95
Sign Repair (Vandalism)	\$ 3,299.82	\$ 2,036.70	\$ 3,183.63	\$ 8,520.15
Snow and Ice Control	\$ 94,549.10	\$ 90,687.73	\$ 212,037.26	\$ 397,274.09

<b>2022 County Paving Program Completed Sales Tax</b>			
ROAD #	Begins	Ends	Total Cost
102	CR 103 E	Logan-Hardin Co Line	\$ 76,593.74
104	SR 273	Logan-Hardin Co Line	\$ 109,293.82
54	SR 720	CR 60 SW	\$ 471,983.76
40	SR 274	SR 292	\$ 329,640.15
144	CR 153	SR 347	\$ 201,417.84
64	Logan-Champaign Co Line	CR 63	\$ 219,260.80
4	RR	Center Miami River-Shelby Co Line	\$ 174,176.52
3	CR 4 Shelby Co Line	End of Logan Co Maint	\$ 55,250.40
<b>Grand Total</b>			<b>\$ 1,637,617.03</b>

**2022 County Chip and Seal Program Completed**

Road	Begins	Ends	Labor	Equipment	Materials	Total
28	CR 29 Pickrelltown	CR 291	\$ 4,829.28	\$ 4,143.48	\$ 26,404.83	\$ 35,377.59
187	TR 7	TR 197	\$ 2,198.83	\$ 2,023.76	\$ 13,005.59	\$ 17,228.18
187	TR 197	SR 508				
5	N. Corp. Line Rushsylvania	TR 111 W	\$ 5,579.74	\$ 5,012.16	\$ 53,325.74	\$ 63,917.64
5	TR 111 W	TR 51				
5	TR 51	SR 273				
5	SR 273	Logan-Hardin Co. Line				
13	CR 21 Bloomfield Twp.	TR 79 E	\$ 15,768.63	\$ 14,676.72	\$ 125,671.37	\$ 156,116.72
13	TR 79 E	TR 59 S				
13	TR 59 S	TR 247 SW				
13	TR 247 SW	SR 235 Enter Supsend				
13	SR 235 Enter Resume	TR 214 N				
13	TR 214 N	TR 33				
13	TR 33	TR 31 & Penn Central RR McMorran				
13	R 31 & Penn Central RR McMorra	TR 46 S				
13	TR 46 S	TR 46 N				
13	TR 46 N	CR 32				
13	CR 32	CR 130				
21	TR 78	CR 58	\$ 5,791.77	\$ 6,246.03	\$ 74,675.78	\$ 86,713.58
21	CR 58	CR 59 W & TR 59 E				
21	CR 59 W & TR 59 E	CR 13 E				
21	CR 13 E	CR 60 Bloom Center				
21	CR 60 Bloom Center	TR 80				
21	TR 80	SR 274				
35	CR 59 Resume	CR 60	\$ 3,191.71	\$ 3,660.87	\$ 40,743.17	\$ 47,595.75
35	CR 60	SR 274				
222	E Corp Line Huntsville	CR 39	\$ 808.86	\$ 734.13	\$ 5,334.45	\$ 6,877.44
97A	CR 97	SR 273	\$ 3,271.37	\$ 2,891.15	\$ 30,778.57	\$ 36,941.09
97	CR 39 New Richland	CR 259 E				
97	CR 259 E	CR 96 W				
97	CR 96 W	SR 273				
97	SR 273	Begin TR 97				
101	CR 49	TR 109 E	\$ 10,704.95	\$ 8,765.82	\$ 51,234.33	\$ 70,705.10
101	TR 109 E	SR 638 Northwood				
101	SR 638 Northwood	CR 111 & CR 113 E Northwood				
101	CR 111 & CR 113 E Northwood	TR 107 N	\$ 410.35	\$ 618.35	\$ 3,930.55	\$ 4,959.25
101	TR 107 N	CR 51 E / TR 51 W				
51	CR 101 SW	US 68	\$ 8,771.21	\$ 7,977.56	\$ 78,601.26	\$ 95,350.03
26	CR 12 Resume	SR 292				
26	SR 292	CR 120 N				
26	CR 120 N	Penn Central RR				
26	Penn Central RR	CR 142				
26	CR 142	CR 124				
26	CR 124	Logan-Union Co. Line				
142	CR 10	TR 141 W	\$ 14,543.21	\$ 14,625.35	\$ 139,113.95	\$ 168,282.51
142	TR 141 W	CR 2				
142	CR 2	TR 133 E				
142	TR 133 E	S Corp Line W. Mansfield				
142	N. Corp Line W. Mansfield	TR 123 E				
142	TR 123 E	CR 124 NE				
142	CR 124 NE	CR 26				
142	CR 26	CR 20				
142	CR 20	CR 48				
142	CR 48	CR 117				
265	SR 274 Big Springs	CR 12	\$ 621.75	\$ 633.49	\$ 639.02	\$ 1,894.26
272	CR 286 Seminole Island	SR 368	\$ 4,136.03	\$ 2,394.19	\$ 15,047.24	\$ 21,577.46
271	Dead End	SR 292	\$ 804.03	\$ 765.27	\$ 4,256.33	\$ 5,825.63
286	Traffic Circle Minnewauken Is.	Blackhawk L	\$ 6,002.71	\$ 3,846.13	\$ 20,919.94	\$ 30,768.78
291	Valley Hi Corp	CR 28	\$ 910.62	\$ 874.62	\$ 5,785.33	\$ 7,570.57
1	SR 287	1400' N of SR 287	\$ 1,033.73	\$ 872.39	\$ 3,125.85	\$ 5,031.97
10	TR 56	US 33	\$ 4,632.05	\$ 4,880.96	\$ 47,605.09	\$ 57,118.10
10	US 33	4700' E Zanesfield Corp				
<b>Total Chip &amp; Seal Program</b>			<b>\$ 94,010.83</b>	<b>\$ 85,642.43</b>	<b>\$ 740,198.39</b>	<b>\$ 919,851.65</b>



**2023 TENTATIVE ROAD PROGRAM**

We have reviewed each road on the program for needed culvert replacements, bridge replacements and/or repairs, drainage problems, etc. As of March 1, 2023, the proposed resurfacing and chip-seal programs for the County are as follows:

2023 Proposed County Sales Tax Resurfacing Program					
Road #	Begins	Ends	Road #	Begins	Ends
<b>29</b>	CR 1	TR 179 N	<b>125</b>	SR 47	Logan-Union Co Line
<b>29</b>	TR 179 N	TR 55	<b>35</b>	SR 235	TR 74 W Miami & Pleasant Twp Line
<b>29</b>	TR 55	CR 5 Suspend	<b>35</b>	TR 74 W Miami & Pleasant Twp Line	TR 75 E
<b>119</b>	SR 292	CR 120	<b>35</b>	TR 75 E	SR 47 suspend
<b>120</b>	CR 26	CR 119 W	<b>70</b>	CR 4 Logan-Shelby Co Line	West Corp Line Quincy
<b>120</b>	CR 119 W	CR 20	<b>270</b>	Lakeview NCL	TR 87
<b>120</b>	CR 20	CR 48 End	<b>270</b>	TR 87	US 33

Note: Some sections of roads may be non-performed in order to stay within budget.

2023 PROPOSED COUNTY CHIP SEAL PROGRAM					
Road #	Begins	Ends	Road #	Begins	Ends
<b>48</b>	CR 12	Culvert	<b>44</b>	SR 559	CR 277
<b>48</b>	Culvert	SR 292	<b>55</b>	CR 29	Carriage Hill Road W
<b>48</b>	SR 292	CR 120 S	<b>55</b>	Carriage Hill Road W	Mt Crest Dr E
<b>48</b>	CR 120 S	CR 142	<b>55</b>	Mt Crest Dr E	TR 182 E
<b>48</b>	CR 142	TR 138 N	<b>55</b>	TR 182 E	CR 10
<b>48</b>	TR 138 N	Logan-Union Co Line	<b>290</b>	US 68	Municipal Airport
<b>296</b>	SR 292	CR 271	<b>57</b>	CR 130	US 33
<b>47</b>	SR 245	TR 174 W	<b>62</b>	Begin Champaign-Logan Co Line	Leave Twp Line
<b>47</b>	TR 174 W	CR 173 W	<b>62</b>	Leave Twp Line	TR 295 W
<b>47</b>	CR 173 W	CR 1	<b>62</b>	TR 295 W	SR 508
<b>47</b>	CR 1	TR 166	<b>68</b>	Logan-Champaign Co Line	SR 706
<b>47</b>	TR 166	TR 165 N	<b>73</b>	Logan-Shelby Co Line	TR 23 N
<b>47</b>	TR 165 N	TR 178 S	<b>73</b>	TR 23 N	CR 34
<b>47</b>	TR 178 S	CR 29 End	<b>74</b>	CR 23	CR 34 N end
<b>5</b>	N Corp Line Zanesfield	CR 25	<b>82</b>	CR 83 S	West Corp Line Lakeview
<b>5</b>	SR 47 E & TR 273 W Resume	CR 26 E	<b>83</b>	SR 720	CR 82 E
<b>5</b>	CR 26 E	CR 136 W	<b>106</b>	SR 638	CR 105 W
<b>5</b>	CR 136 W	CR 118 W	<b>106</b>	CR 105 W	SR 638
<b>5</b>	CR 118 W	CR 20	<b>106</b>	Belle Center Corp Line	Logan-Hardin Co Line
<b>5</b>	CR 20	CR 50 E	<b>146</b>	CR 29 W / TR 29 W	TR 147 N
<b>12</b>	SR 292 & CR 8	TR 127	<b>146</b>	TR 147 N	CR 153
<b>12</b>	TR 127	SR 47	<b>158</b>	SR 559	TR 157 NE
<b>25</b>	CR 5	SR 540 Suspend	<b>158</b>	TR 157 NE	SR 287 Middleburg
<b>25</b>	CR 9	Penn Central RR	<b>200</b>	CR 18	Railroad
<b>25</b>	Penn Central RR	TR 37 W	<b>200</b>	Railroad	Bellefontaine Corp Change City
<b>25</b>	TR 37 W	SR 274			

Note: Some sections of roads may be non-performed in order to stay within budget.

## 2022 BRIDGE PROGRAM

The Bridge Crew had another busy and successful year that included one bridge replacement and addressing multiple repair and maintenance items.

The most noteworthy project of the year was BR T 115-1.14, which involved the cost-effective replacement of a deteriorated and weight-restricted 27-foot single span timber bridge with two buried 8-foot by 5-foot precast box structures. The Soy Transportation Coalition funded the planning, engineering and surveying design costs (up to construction) for this project since this buried-structure project qualified as an innovative bridge project. The Soy Transportation Coalition provides funding opportunities in thirteen states for innovative bridge projects to various local agencies involved in the maintenance of rural roads and bridges that are vital to local farmers. Preliminary engineering and surveying data indicates we will be able to secure similar funding this year when we replace BR C 70-0.28.

The Bridge Crew also cleaned and performed maintenance on over 200 bridges and replaced several culverts.

Here are the significant projects that were completed in 2022:

BR T 115-1.14 (Bokescreek Twp.): Replacement of 27'-0" span structure  
BR T 113-0.72 (Perry Twp.): Mill, waterproof, repave & drip edge  
BR T 30-0.80 (Miami Twp.): Minor rehabilitation  
BR C 63-1.38 (Miami Twp.): Powerwash and seal exposed concrete parapet walls  
BR T 99-0.87 (McArthur Twp.): Mill, waterproof & repave  
BR C 2-5.69 (Perry Twp.): Repair of timber middle wall of twin box structure  
BR T 178-0.46 (Monroe Twp.): Repair timber wingwall and backwall  
BR C 58-1.61 (Bloomfield Twp.): Concrete Sealing  
BR T 166-2.44 (Monroe Twp.): Concrete Sealing  
BR T 209-0.18 (Pleasant Twp.): Powerwash

## 2023 TENTATIVE BRIDGE PROGRAM

The 2023 Bridge Program continues the commitment of prioritizing bridge replacements and rehabilitation based on the condition of the structures. The County infrastructure will continue to be re-evaluated periodically and changes to this program are likely to occur in order to achieve our dedication to repair or replace the structures and highways in the worst condition first.

As of March 17, 2023, the proposed Bridge Program is as follows:

BR C 70-0.28 (Miami Twp.): Replacement of 31'-0" span structure  
BR T 209-.018 (Pleasant Twp.): Replacement of 63'-2" span structure  
BR T 30-0.80 (Miami Twp.): Replacement of 53'-0" span structure  
BR C 12-7.45 (Rushcreek Twp.): Mill, waterproof and repave and repair substructure  
BR T 256-0.43 (Miami Twp.): Mill, waterproof and repave  
BR C 120-1.32 (Bokescreek Twp.): Mill, waterproof and repave  
BR C 11-6.69 (Harrison Twp.): Rehabilitation of steel beams & scour countermeasures  
BR C 10-5.06 (Jefferson Twp.): Pier rehabilitation  
BR C 29-2.97 (Monroe Twp.): Pier rehabilitation  
BR C 13-7.20 (McArthur Twp.): Mill, waterproof & repave  
BR C 2-5.69 (Harrison Twp.): Abutment rehabilitation and scour countermeasures

### **ADMINISTRATIVE STAFF SUPPORT**

This department manages the overall office functions and budget of the Engineer's Office. Since the cost for construction, materials, and equipment are increasing faster than local revenues, the utilization of alternate funding sources is critical to the office. As such, the department administers the Ohio Public Works Commission's State Capital Improvement Program (SCIP) and the Local Transportation Improvement Program (LTIP) for Logan County. The allocation and accounting of these annual funding sources are a significant function of the Engineer's Office.

Other responsibilities of the administrative and support staff are human resources, payroll, purchasing requisitions, billing, word processing, contract administration and cost-tracking. Utilizing our cost-tracking system, all of the costs for the Engineer's Office are logged including the costs for surveying, engineering, administration, road work and construction of bridges. Equipment costs are amortized, while the labor costs include all fringes and benefits. In addition to all of the aforementioned accounting functions, this department also handles daily calls from the public and addresses the questions/problems directly or forwards them to the appropriate person.

### **DESIGN/ENGINEERING**

This 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. This department also oversees much of the administrative responsibilities.

### **TRAFFIC/DITCH DEPARTMENTS**

The Traffic Department is responsible for the maintenance of all road signs on county roads and bridge signs on township roads. Road signs now number 7,278. 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 operations 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 and to keep the traveling public informed. The Ditch Department maintains 38.00 miles of open ditch, 17.38 miles of tile and 9.2 miles of waterway.

### **COURTHOUSE DUTIES**

The Map Room maintains and updates the County web map and tax maps reflecting new property splits, parcel numbers, acreages, property lines & addresses along with other various information. The office is also responsible for reviewing, approving, indexing and filing new surveys. All survey files are then linked to the respective parcel number so that the files can be easily accessed from the web map. Subdivision plats, condominiums and legal descriptions on all deeds and other instruments of conveyance are reviewed, checked for accuracy and stamped prior to recording.

In addition to these duties, this office maintains the house numbering system for 911 and provides maps, surveys, information to the public, surveyors, attorneys, realtors, appraisers & other governmental agencies

The records of the Map Room can be found on the Logan County Engineer's Office website at: [www.lceo.us](http://www.lceo.us)

**The Office of the Logan County Engineer**

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**EXECUTIVE SUMMARY**

**368.19 Miles of County Road**  
 As of 12/31/2022

**294 Bridges**

21 Have Load Reductions Posted, 4 of these are posted solely for Emergency Vehicles  
 4 Have a Sufficiency Rating Less Than 50%

**7,278 Traffic Signs**

**1,860 Culverts**

Excellent/Good Condition - 1,713  
 Fair/Poor/Unknown Condition - 147

**MOTOR VEHICLE REGISTRATIONS**

Vehicle registration fees are a significant source of revenue for the Engineer's Office.

2022 Logan County, Ohio Motor Vehicles Registrations		2021	2020
Type of Registration	# of Units	# of Units	# of Units
Passenger Cars	36,394	37,372	35,596
Motor Homes	323	356	308
Motorcycles	3,011	2,950	2,718
House Vehicles	1,328	1,309	1,165
Mopeds	12	18	12
Unconventional Vehicles	1,356	1,316	1,158
Non-Commercial Trailers	6,837	7,021	6,604
Non-Commercial Trucks	11,910	12,254	11,643
Farm Truck	362	350	326
Buses	39	32	39
Commercial Trailers	2,686	2,638	2,076
Non IRP Trucks (Intl. Reg. Plan)	2,051	2,073	2,087
IRP Trucks (Intl. Reg. Plan)	237	361	230
<b>Total Vehicle Registrations</b>	<b>66,546</b>	<b>68,050</b>	<b>63,962</b>

SOURCE: State of Ohio, Bureau of Motor Vehicles