

**OFFICE OF THE  
LOGAN COUNTY ENGINEER**

**2023 ANNUAL REPORT  
2023-2024 ROAD REVIEW**

*April 1, 2024*



*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>		
Michaela Brunke Todd Bumgardner Michael Kerns, P.E.	Shirley Brunke Misty Centers	Ethan Bryant Greg Dappert Leslie Teets
<b>Map Room</b>		
Jayma Burkhammer	Suzie Cochran	Jonathan Parthemore
<b>Highway Department</b>		
Josh Campbell Mark Hilty Brandon Moon Ethan Pope Joe Rose Jesse Strayer	Kyle Davis Dan McMillen Kris Parson Candy Powell Kyle Rumer	Trent Helmlinger Troy Miller Matt Phelps Tony Ransbottom John Spencer Todd Stryker
<b>Ditch Department</b>		
Allen Campbell Dick Sidders	Greg Kennaw	Chris Loudermilk Steve Tracey
<b>Bridge Department</b>		
Terry Bricker	Elliott Fullerton David Kirkpatrick	Luke Jolliff
<b>Traffic Department</b>		
Mark Dearwester		

## Logan County Engineer's Office

April 1, 2024

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

The following pages contain our Annual Report for 2023. 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 2023 and what we plan to accomplish in 2024.

In 2023 we resurfaced 12.6 miles of county highways, chip-sealed and fog sealed 44 miles of county highways, replaced 1 bridge and 8 standard culverts. We assisted the Township Trustees with the resurfacing of 4.4 miles of roads and chip-sealing another 17.6 miles. We assisted the villages with the resurfacing of 6.2 miles of roads.

We saw no increase in salt prices for the 2023-2024 winter season. In the 2022-2023, winter fill was \$76.53 per ton for road salt and we entered winter with a full stockpile. The road salt bid for 2023-2024 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. We will be carrying more than a full year's supply of salt into next winter. Our overall snow and ice control costs for calendar year 2023 were \$208,496.89 and we were well below 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 decreased by 7.34% in 2023. Motor vehicle fuel tax revenue increased by 3.4% and automobile registration fees increased by 0.15% in 2023. The Logan County Engineer's Office has been aggressively seeking grant funds to supplement our regular funding and sales tax funding. In 2023, we received a total of \$50,000 in grant funds for sign upgrades.

The 1/2% sales tax for roads and bridges generated \$3,876,285.98 in 2023. The County portion totaled \$969,071.50 and the Township portion totaled \$775,257.17. The Sheriff's Office portion totaled \$969,071.50 and Economic Development and Landuse Planning totaled \$387,628.63. The total municipal sales tax collections were \$775,257.18 and were shared among Bellefontaine and the villages based on population. Total sales tax expenditures were \$1,496,104.02 for County projects and \$767,197.26 for Township projects. The County Engineer's Office expended \$3,599.33 in 2023 to develop, administer and perform inspections for the township paving and chip-sealing and \$4,390.31 in 2023 to develop, administer and perform inspections for the village OPWC paving.

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 2023, we received \$3,827,153.05 from motor fuel tax. The 2023 receipts are approximately \$1.4 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 2024, we plan to resurface 14.1 miles of roads, chip-seal and fog seal approximately 35 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 581 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 two bridges with weight restrictions 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 been awarded federal funding for the rehabilitation of this historic bridge and plan for construction in 2025.

There are 21 bridges with posted load restrictions. Three of these are posted only for emergency vehicles (EV) which include overweight fire tankers and ladder trucks. Thirteen 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 135 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 State Legislature has approved increasing the force account limits to \$233,000 per bridge and \$70,000 per mile of road with an annual inflation factor. This allows us to continue improving our highway infrastructure in the most economical way possible by utilizing an appropriate combination of contract work and highway staff.

## **Petition Ditch Maintenance**

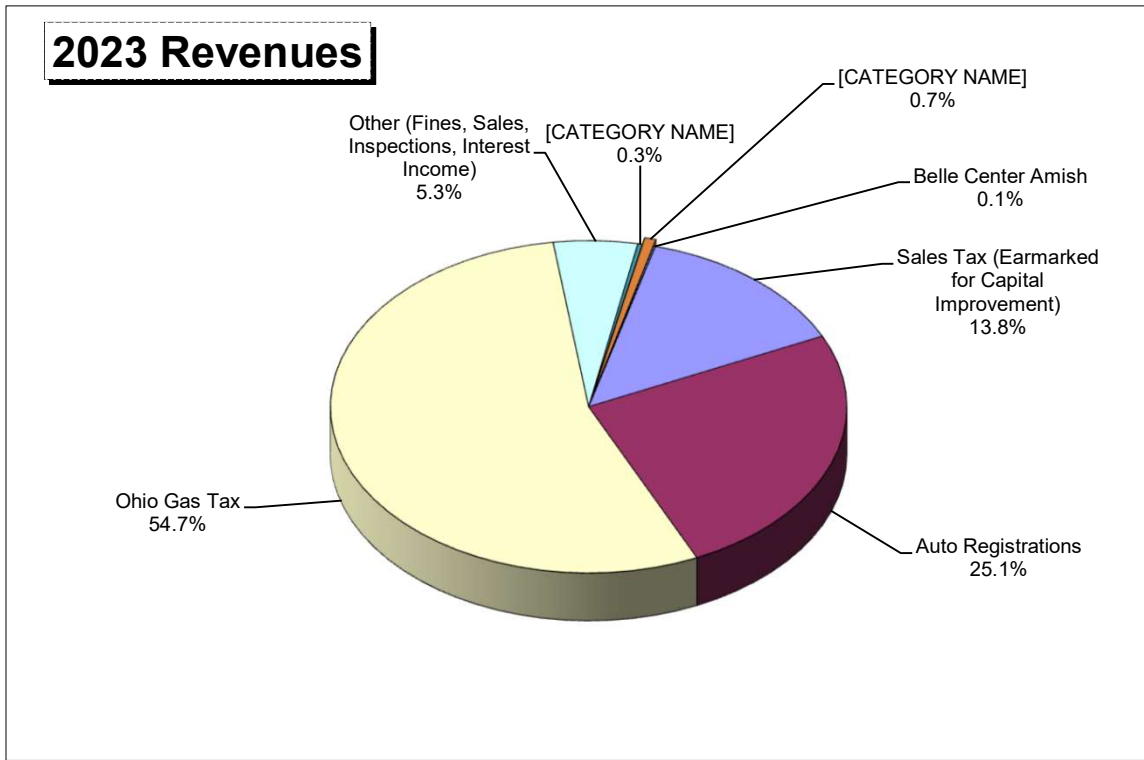
The ditch department maintains 47 maintenance ditches. These ditches consist of 38 miles of open ditches, 21 miles of tile and 12.5 miles of grassed waterways, totaling 71.5 miles of maintained ditches

In 2023, 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 2023, we spent \$73,531.32 in maintenance, placed 32.64 tons of dump rock, replaced 113.5 feet of tile, applied 1,084.5 gallons of liquid herbicide, and 387.5 pounds of dry herbicide.

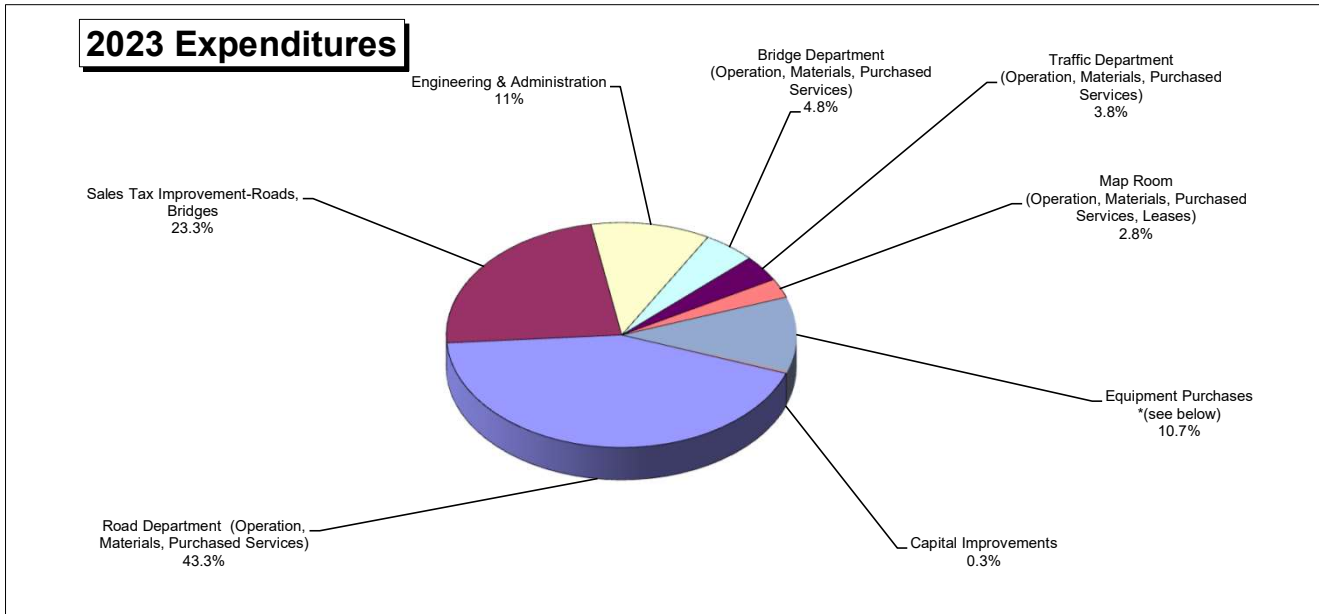
2023 Revenues		
Sales Tax (Earmarked for Capital Improvement) County Only	13.8%	\$ 969,071.50
Auto Registrations	25.1%	\$ 1,756,892.18
Ohio Gas Tax	54.7%	\$ 3,827,153.05
Other (Fines, Sales, Inspections, Interest Income)	5.3%	\$ 368,205.17
State EMA windstorm disaster relief reimbursement	0.3%	\$ 19,538.71
Federal Highway safety funds grant- signs	0.7%	\$ 50,000.00
Ohio Road Maintenance Fund - Voluntary Contribution Amish Steering & Amish Safety Committees	0.1%	\$ 8,055.00
<b>Total</b>		<b>\$ 6,998,915.61</b>

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



2023 Sales Tax	
County Carryover from 2022	\$ 967,928.08
Township Carryover from 2022	\$ 1,055,685.74
<b>Income - County 2023</b>	<b>\$ 969,071.50</b>
<b>Income - Township 2023</b>	<b>\$ 775,257.17</b>
<b>Expenditures</b>	
County ST Resurfacing 2023	\$ 1,328,200.94
County ST Rejuvenating Sealer	\$ 126,503.08
Bridge C70.6.68 pipe arch and headwalls	\$ 41,400.00
Township ST Resurfacing 2023	\$ 330,336.90
Township Chip-Seal Contract 2023	\$ 284,033.76
Township ST/OPWC Resurfacing 2022 carryover paving	\$ 152,826.60
<b>2023 County Carryover</b>	<b>\$ 440,895.56</b>
<b>2023 Township Carryover</b>	<b>\$ 1,063,745.65</b>
<b>Total Carryover</b>	<b>\$ 1,504,641.21</b>

2023 Expenditures		
Road Department (Operation, Materials, Purchased Services)	43.3%	\$2,778,369.15
Sales Tax Improvement-Roads, Bridges County Only	23.3%	\$1,496,104.02
Engineering & Administration	11.0%	\$701,580.09
Bridge Department (Operation, Materials, Purchased Services)	4.8%	\$310,216.27
Traffic Department (Operation, Materials, Purchased Services)	3.8%	\$240,624.25
Map Room (Operation, Materials, Purchased Services, Leases)	2.8%	\$176,611.37
Equipment Purchases* (see below)	10.7%	\$686,553.71
Capital Improvements	0.3%	\$20,499.86
<b>Total</b>		<b>\$6,410,558.72</b>



*Major Equipment Purchased in 2023	
2016 Chevy Suburban - Survey Vehicle	\$24,285.00
Survey Vehicle Uplift	\$2,223.82
Computer and Phone System Equipment	\$2,264.88
Radar Equipment for Logan County Sheriff's Office	\$6,276.00
Plate Compactor	\$13,500.00
Skid Steer Rock/Root Rake	\$2,500.00
2024 International Tandem Cab and Chassis	\$93,889.76
Tandem Uplift	\$68,850.00
Chainsaw	\$359.99
2024 Chevy Silverado 2500	\$52,110.00
2024 Chevy Silverado 2500	\$52,110.00
Land Pride Rotary Cutter	\$15,081.20
Land Pride Rotary Cutter	\$15,081.20
Farmall 120c Tractor	\$68,948.50
Skid Steer Wheel Saw	\$13,500.00
Hitachi ZX210 LC6 Excavator	\$140,643.00
Transmission Fluid Exchange Unit	\$5,205.36
Roller Tool Cabinet	\$3,200.00
2024 Freightliner Tandem Cab and Chassis	\$106,525.00
<b>Total</b>	<b>\$686,553.71</b>

**2023 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 2023, working ahead for the 2024 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 2023 Expenses</b>				
	Labor	Amortized Equipment	Materials and Contractor Work	Total
Mowing	\$ 84,691.32	\$ 100,263.97	\$ -	\$ 184,955.29
Roadside Spraying	\$ 13,648.21	\$ 5,034.84	\$ 13,320.03	\$ 32,003.08
Durapatching	\$ 21,778.61	\$ 17,280.42	\$ 17,851.36	\$ 56,910.39
Crack Sealing	\$ 58,556.44	\$ 10,931.64	\$ 72,586.08	\$ 142,074.16
Tree & Brush Removal	\$ 87,103.94	\$ 48,880.23	\$ 3.03	\$ 135,987.20
Culvert Repair & Replacement (not related to resurfacing)	\$ 26,257.68	\$ 17,744.16	\$ 15,001.44	\$ 59,003.28
Sign Repair	\$ 22,571.44	\$ 12,508.54	\$ 13,634.24	\$ 48,714.22
Sign Repair (Vandalism)	\$ 2,245.89	\$ 1,205.67	\$ 2,075.20	\$ 5,526.76
Snow and Ice Control	\$ 40,745.09	\$ 42,033.60	\$ 125,718.20	\$ 208,496.89

<b>2023 County Paving Program Completed Sales Tax</b>			
ROAD #	Begins	Ends	Total Cost
29	CR 1	CR 5 suspend	\$ 299,050.88
119	SR 292	CR 120	\$ 128,254.31
120	CR 26	CR 48 end	\$ 220,100.06
125	SR 47	Logan-Union Co Line	\$ 90,108.56
35	SR 235	SR 47 suspend	\$ 237,837.10
70	CR 4 Logan-Shelby Co Line	W Corp Line Quincy	\$ 203,150.92
270	Lakeview NCL	US 33	\$ 142,636.61
Temp. Pavement Marking & Centerline Stripe			\$ 7,062.50
<b>Grand Total</b>			<b>\$ 1,328,200.94</b>

**2023 County Chip and Seal Program Completed**

Road	Begins	Ends	Labor	Equipment	Materials	Total
48	CR 12	Culvert	\$ 8,217.92	\$ 6,762.65	\$ 76,284.26	\$ 91,264.83
48	Culvert	SR 292				
48	SR 292	CR 120 S				
48	CR 120 S	CR 142				
48	CR 142	TR 138 N				
48	TR 138 N	Logan-Union Co. Line				
296	SR 292	CR 271	\$ 2,960.77	\$ 2,364.00	\$ 21,058.26	\$ 26,383.03
47	SR 245	TR 174 W	\$ 10,382.21	\$ 7,440.22	\$ 72,639.05	\$ 90,461.48
47	TR 174 W	CR 173 W				
47	CR 173 W	CR 1				
47	CR 1	TR 166				
47	TR 166	TR 165 N				
47	TR 165 N	TR 178 S				
47	TR 178 S	CR 29 End				
5	N Corp. Line Zanesfield	CR 25	\$ 11,440.27	\$ 11,198.55	\$ 81,700.48	\$ 104,339.30
5	SR 47 E & TR 273 W resume	CR 26 E				
5	CR 26 E	CR 136 W				
5	CR 136 W	CR 118 W				
5	CR 118 W	CR 20				
5	CR 20	CR 50 E				
12	SR 292 & CR 8	TR 127	\$ 5,715.82	\$ 4,522.76	\$ 33,413.29	\$ 43,651.87
12	TR 127	SR 47				
12	SR 47	CR 26 W Walnut Grove				
12	CR 26 Walnut Grove	CR 26 E Walnut Grove				
12	CR 26 E Walnut Grove	CR 20				
25	CR 5	SR 540 suspend	\$ 9,773.24	\$ 7,870.88	\$ 69,718.45	\$ 87,362.57
25	CR 9	Penn Central RR				
25	Penn Central RR	TR 137 W				
25	TR 137 W	SR 274				
44	TR 160 SE	SR 559	\$ 4,548.02	\$ 3,770.96	\$ 37,740.60	\$ 46,059.58
44	SR 559	CR 277				
55	CR 29	Carriage Hill Road W	\$ 3,941.56	\$ 3,293.00	\$ 31,794.78	\$ 39,029.34
55	Carriage Hill Road W	Mt Crest Dr E				
55	Mt Crest Dr E	TR 182 E				
55	TR 182 E	CR 10				
290	US 68	Municipal Airport	\$ 706.13	\$ 733.53	\$ 3,184.00	\$ 4,623.66
57	CR 130	US 33	\$ 1,665.71	\$ 1,323.60	\$ 8,531.25	\$ 11,520.56
62	Begin on Champaign -Logan Co Line	Leave Twp Line	\$ 4,833.15	\$ 4,555.77	\$ 27,479.36	\$ 36,868.28
62	Leave Twp Line	TR 295 W				
62	TR 295 W	SR 508				
68	Logan-Champaign Co Line	SR 706	\$ 1,488.01	\$ 1,144.37	\$ 11,764.88	\$ 14,397.26
73	Logan-Shelby Co Line	TR 23 N	\$ 3,656.82	\$ 6,232.46	\$ 28,233.65	\$ 38,122.93
73	TR 23 N	CR 34				
74	CR 23	CR 34 N End	\$ 2,912.38	\$ 3,186.45	\$ 13,811.98	\$ 19,910.81
82	CR 83 S	W Corp Line Lakeview	\$ 1,477.61	\$ 1,056.29	\$ 7,601.15	\$ 10,135.05
83	SR 720	CR 82 E	\$ 1,560.12	\$ 1,135.44	\$ 7,767.00	\$ 10,462.56
106	SR 638	CR 105 W	\$ 5,908.68	\$ 2,922.50	\$ 14,022.87	\$ 22,854.05
106	CR 105 W	SR 638				
106	Belle Center Corp Line	Logan-Hardin Co Line				
146	CR 29 W / TR 29 W	TR 147 N	\$ 3,553.30	\$ 3,011.01	\$ 21,869.14	\$ 28,433.45
146	TR 147 N	CR 153				
158	SR 559	TR 157 NE	\$ 3,311.74	\$ 3,001.36	\$ 31,732.48	\$ 38,045.58
158	TR 157 NE	SR 287 Middleburg				
200	CR 18	RR	\$ 2,314.41	\$ 1,555.74	\$ 12,233.31	\$ 16,103.46
200	RR	Bellefontaine Corp Change City				
29	TR 55	CR 5 suspend	\$ 2,998.26	\$ 2,638.60	\$ 17,983.78	\$ 23,620.64
153	Zanesfield Corp Line	CR 28 & SR 292	\$ 2,434.32	\$ 2,035.95	\$ 17,838.87	\$ 22,309.14
<b>Total Chip &amp; Seal Program</b>			<b>\$ 95,800.45</b>	<b>\$ 81,756.09</b>	<b>\$ 648,402.89</b>	<b>\$ 825,959.43</b>



**2024 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, 2024, the proposed resurfacing and chip-seal programs for the County are as follows:

2024 Proposed County Sales Tax Resurfacing Program					
Road #	Begins	Ends	Road #	Begins	Ends
11	TR 43 E	TR 208 W	10	SR 292 resume	CR 154
11	TR 208 W	TR 209 W	10	CR 154	CR 142 S
11	TR 209 W	TR 33 S Pleasant & Harrison Twp Line	10	CR 142 S	TR 143
11	TR 33 S Pleasant & Harrison Twp Line	TR 33 N	10	TR 143	Logan-Union Co Line
11	TR 33 N	CR 31 S / TR 31 N	121	SR 292 & CR 40 Ridgeway	Penn Central RR
44	CR 15	TR 160	121	Penn Central RR	TR 138
15	CR 44	SR 287 & CR 41	121	TR 138	Logan-Union Co Line
152	CR 153	TR 227 E	139	Logan-Union Co Line	Logan-Hardin Co Line
152	TR 277 E	SR 347			
2024 Proposed County Federal Aid Resurfacing Program					
Road #	Begins	Ends	Road #	Begins	Ends
9	SR 47	TR 219 W	10	Organ Ave. Bellefontaine	County Maint. Line
9	TR 219 W	TR 57	10	County Maint. Line	TR 179
9	TR 57	CR 25	10	TR 179	2,100' E of CR 55
9	CR 25	TR 233 E	10	2,100' E of CR 55	US 33
9	TR 233 E	CR 118 E	10	US 33	TR 180 N
9	CR 118 E	Penn Central RR	10	TR 180 N	Zanesfield W Corp Line
9	Penn Central RR	S Corp Line Rushsylvania	10	Zanesfield W Corp Line	CR 5 aka Main St
9	S Corp Line Rushsylvania	SR 274	11	E Bridge Abutment	E Corp Line DeGraff
			11	E Corp Line DeGraff	TR 45 E
			11	TR 45 E	CR 43 E

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

2024 PROPOSED COUNTY CHIP SEAL PROGRAM					
Road #	Begins	Ends	Road #	Begins	Ends
1	SR 245 & SR 287	CR 47	43	CR 11	TR 33 Pleasant & Union Twp Line
1	CR 47	CR 5	43	TR 33 Pleasant & Union Twp Line	CR 31
1	CR 5	TR 30	43	CR 31	TR 46 N
1	TR 30	TR 190	43	TR 46 N	TR 201 N
1	TR 190	TR 55	43	TR 201 N	TR 201 S
1	TR 55	TR 199	43	TR 201 S	TR 198
1	TR 199	CR 29	43	TR 198	CR 18
1	CR 29	Dorothy Lane Right	90	CR 88	TR 89
1	Dorothy Lane Right	TR 181 E	90	TR 89	Auglaize Co Line
1	TR 181 E	Bellef. Corp Change City	91	CR 54 Lewistown	TR 33 S
12	SR 292 & CR 8	TR 127	91	TR 33 S	TR 31 S
12	TR 127	SR 47	91	TR 31 S	TR 31 N
24	N Corp Line DeGaff	TR 43 E	91	TR 31 N	TR 46 N
24	TR 43 E	SR 47 Logansville	91	TR 46 N	TR 46 S
24	SR 47 Logansville	CR 21 W / TR 21 E	91	TR 46 S	Penn Central RR
24	CR 21 W / TR 21 E	TR 207 E	91	Penn Central RR	CR 130 end
24	TR 207 E	TR 207 W	105	CR 39 New Richland	CR 49
24	TR 207 W	SR 235	105	CR 49	Entrance to Northwood Stone
27	SR 235	TR 207	105	Entrance to Northwood Stone	CR 106 Northwood
27	TR 207	SR 235	113	CR 101 & CR 111	SR 638 enter
27	SR 235	TR 207	113	SR 638 leave	US 68
27	TR 207	SR 235	202	Logan-Champaign Co Line / TR 263	SR 508
29	CR 5 resume	TR 166 S	225	Shelby-Logan Co Line	CR 23
29	TR 166 S	CR 47 S	255	SR 235	SR 235
29	CR 47 S	CR 28 Pickrelltown			
29	CR 28 Pickrelltown	CR 146			

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

### **2023 BRIDGE PROGRAM**

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

The most noteworthy project of the year was BR C 70-.028, which involved the cost-effective replacement of a deteriorated steel bridge with an innovative buried bridge structure. 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 Bridge Crew also cleaned and performed maintenance on over 200 bridges and replaced several culverts. Here are the significant projects that were completed in 2023:

County Road BR 70-0.28 (Miami Twp.): Replacement

County Road BR 12-7.45 (Rushcreek Twp.): Mill, waterproof & repave & repair substructure

County Road BR 120-1.32 (Bokescreek Twp.): Mill, waterproof & repave

County Road BR 11-6.69 (Harrison Twp.): Protective coating applied to steel beams & scour countermeasures

County Road BR 10-5.06 (Jefferson Twp.): Pier rehabilitation

County Road BR 29-2.97 (Monroe Twp.): Pier rehabilitation

Township Road BR 204-0.28 (Harrison Twp.): Protective coating applied to steel beams

### **2024 TENTATIVE BRIDGE PROGRAM**

The 2024 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 15, 2024, the proposed Bridge Program is as follows:

Township Road BR 209-0.18 (Pleasant Twp.): Replacement

Township Road BR 30-0.80 (Miami Twp.): Replacement

County Road BR 32-7.60 (Harrison Twp.): Rehabilitation & mill, waterproof & repave

Township Road BR 256-0.43 (Miami Twp.): Mill, waterproof & repave

County Road BR 13-0.74 (Bloomfield Twp.): Mill, waterproof & repave

County Road CUL 10-1.86 (Jefferson Twp.): Pipe repair with reinforced concrete roll

County Road CUL 10-2.06 (Jefferson Twp.): Pipe repair with reinforced concrete roll

Township Road CUL 152-1.15 (Zane Twp.): Pipe repair with reinforced concrete roll

County Road BR 158-1.26 (Zane Twp.): Pier rehabilitation

County Road BR 13-7.20 (Harrison Twp.): Scour countermeasures and abutment repair

### **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 7,280. 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, 21 miles of tile and 12.5 miles of waterway.

### **COURTHOUSE DUTIES**

The Map Room continuously updates the County web map to reflect new parcels, acreages, addresses, ownership and survey links. Weekly updates are performed to reflect these changes so that the most recent information is available to the public in a timely manner. In addition to these duties, the staff reviews all new surveys & property splits along with subdivision plats, condominium's, annexations and street & alley vacations. Every deed and all other instruments of conveyance are checked and approved for the accuracy of the legal descriptions prior to recording. Information, maps and survey copies are provided on a daily basis for the various governmental agencies.

The County web map can be found on the Auditor's website at <http://realestate.co.logan.oh.us> by clicking the Map tab on the top of the page.

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

Further assistance can be provided by calling 937-599-7230 or by email [maproom@logancountyohio.gov](mailto:maproom@logancountyohio.gov)

**The Office of the Logan County Engineer**

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**EXECUTIVE SUMMARY**

**368.19 Miles of County Road**  
 As of 12/31/2023

Responsible for inspecting **294 Bridges**  
 Responsible for maintaining **287 Bridges**  
 21 Have Load Reductions Posted  
 3 of these are posted solely for Emergency Vehicles  
 4 Have a Sufficiency Rating Less Than 50%

**7,280 Traffic Signs**

**1,865 Culverts**  
 Excellent/Good Condition - 1,722  
 Fair/Poor/Unknown Condition - 143

**MOTOR VEHICLE REGISTRATIONS**

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

2023 Logan County, Ohio Motor Vehicles Registrations		2022	2021
Type of Registration	# of Units	# of Units	# of Units
Passenger Cars	36,095	36,394	37,372
Motor Homes	344	323	356
Motorcycles	2,925	3,011	2,950
House Vehicles	1,308	1,328	1,309
Mopeds	22	12	18
Unconventional Vehicles	1,409	1,356	1,316
Non-Commercial Trailers	7,056	6,837	7,021
Non-Commercial Trucks	11,946	11,910	12,254
Farm Truck	371	362	350
Buses	36	39	32
Commercial Trailers	2,850	2,686	2,638
Non IRP Trucks (Intl. Reg. Plan)	2,087	2,051	2,073
IRP Trucks (Intl. Reg. Plan)	358	237	361
<b>Total Vehicle Registrations</b>	<b>66,807</b>	<b>66,546</b>	<b>68,050</b>

SOURCE: State of Ohio, Bureau of Motor Vehicles