



The Orange Brigade



Winter 2024

Logan County Engineer's Office

Volume 64

Coleman's Comments



The one-half percent sales tax for roads, bridges, and Sheriff generated \$3,876,285.98 in 2023. These funds are collected and divided among the county engineer (25%, \$969,071.50), county sheriff (25%, \$969,071.50), townships (20%, \$775,257.17), municipalities (20%, \$775,257.18), and land use and economic development (10%, \$387,628.63). Sales tax revenue decreased by 7.34 percent from 2022.

By combining sales tax with motor vehicle fuel tax, vehicle registration fees, federal and state grant funds, we were able to complete several construction projects in 2023. County road resurfacing totaled \$1,328,200.94, and the rejuvenating sealer came in at \$126,503.08. Township resurfacing was \$578,669.84 (funded by sales tax and township funds), and township chip-sealing totaled \$342,833.20. Village resurfacing was \$1,085,477.27 (funded by the Ohio Public Works Commission, sales tax, and village funds). Pavement markings totaled \$89,723.92. Federal and local funds totaled \$71,187.15 for the county sign replacement and upgrade. County road chip sealing cost \$867,618.30, and fog sealing was \$125,026.44 this year.

These projects would not have been possible without the sales tax for roads and bridges. Thank you for supporting this program.

The new motor vehicle fuel user fee increase of 10.5 cents per gallon on gasoline, 19 cents per gallon on diesel, a \$200 registration fee for electric vehicles, and a \$100 registration fee for hybrid vehicles began collection in July of 2019. In 2023, we received \$ 3,827,153.05 from motor fuel tax. This is approximately \$1.4 million more than we received in 2018, which is still less than the projected increase of \$1.5 million. Auto registration fees received in 2023 totaled \$ 1,756,892.18.

In 2023, we contracted for the construction to upgrade Cherry Lane in Indian Lake Shores Allotment No. 1 in Richland Township. Cherry Lane was upgraded and paved through the landowner petition process and assigned to Richland Township for maintenance. The project's final cost was \$138,340.28, and Reichert Excavating, Inc. was the contractor.

Sincerely,

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

New Hires, Milestones and Promotions



*By Misty Centers
Personnel Specialist*



Anniversaries

Congratulations to **Dan McMillen** for 30 years, **Todd Bumgardner** for 15 years, **Michael Kerns** for 10 years, and **Tracy Prater** for 5 years of service! You have set an exemplary standard for all of us with your work ethic and your dedication. Congrats on reaching such incredible milestones! We appreciate your loyalty and all the hard work and talent you've brought and continue to bring to the team.

Perfect Attendance

Congratulations to **Joe Rose** for having outstanding attendance during 2023.

Employee of the Quarter

The following employees were nominated by their peers for going above and beyond the normal scope of work and were selected for the Employee of the Quarter awards for 2023! Congratulations to **Greg Kennaw** (Q1), **Joe Rose** (Q2), **John Spencer** (Q3) and **Michaela Brunke** (Q4).

New Hires

Since the July newsletter, several new employees joined the LCEO team full-time. In July, **Ethan Bryant** was hired as a Survey Technician I. In August, **Todd Stryker** was hired as a Highway Worker Trainee I. In September, **Leslie Teets** was hired as a Custodial Worker. In October, **Kristopher Parson** and **Brandon Moon** were hired as Highway Worker Trainee I. In December, **Kyle Davis** was hired as a Highway Worker Trainee I. Welcome to the Team!

Milestones

In August, **Drew Farris** retired after 13 years of service. Congratulations and good luck with your future endeavors! In October, **Jesse Strayer** and **Josh Campbell** obtained their Class B CDL.



Safety Update

*By Misty Centers
Personnel Specialist*

Through the efforts of every LCEO employee, as of our monthly safety meeting on December 6, 2023, we've achieved 236 days without a lost-time accident. In a construction industry that requires work in the elements with both heavy equipment and hand tools, this is a great accomplishment. This achievement is even more impressive considering our team welcomed several new "green" employees in 2023. Despite their lack of experience, these individuals actively sought guidance from experienced employees and seamlessly integrated into our culture of safety first. Their dedication, along with the unwavering commitment of our seasoned team members, is a testament to the strength of LCEO's safety-minded work atmosphere.

Saving money with innovative bridge projects

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

This fall a deteriorated steel bridge on County Road 70 (BR 70-0.28), located a little over a mile west of Quincy, was replaced with an innovative buried bridge structure. Installing an innovative bridge structure resulted in the following: total project cost was over \$17,000 less than the estimated cost to install a single-span superstructure on new piling and abutments, the \$8,188.93 of pre-construction engineering and surveying services that was performed for this project was funded by the Soy Transportation Coalition (STC), and the new structure is expected to have much lower maintenance costs over its lifespan versus a non-buried structure.

The STC funding opportunity began during the summer of 2021 when Mike Steenhoek, Executive Director of the STC, reached out to the Logan County Engineer's Office and presented us with a brochure titled "Top 20 Innovations for Rural Bridge Replacement and Repair" ('Top 20'). He said STC was willing to consider funding pre-construction engineering and surveying services (up to a maximum amount of \$10,000) if we incorporated one of the 'Top 20' innovative bridge ideas into our program. As stated on their website, STC's goal is to "position soybean industry stakeholders to benefit from a transportation system that delivers cost-effective, reliable, and competitive service." They've offered funding opportunities to select rural counties in Ohio and other Midwestern states because they realize "an efficient and well-maintained highway and bridge system is critical to the health of the soybean industry."

Following our 2021 conversation with Mr. Steenhoek, we compared our list of bridges that need to be replaced or repaired in the near future and found a few bridges that we thought might have a reasonable chance to be replaced with a buried bridge structure, which was one of the 'Top 20' recommendations. After analyzing survey data for the potential bridge sites, running hydraulic reports, and evaluating cost estimates for different bridge structure options, we realized we could replace two deteriorated simple span bridges with buried bridge structures (the first bridge was BR T 115-1.14 and it was constructed in 2022). Both of these projects saved money by having lower estimated project costs when compared to the bridges we typically install, a single-span superstructure on new piling and abutments, and because these bridges are buried, they'll deteriorate much slower and require much less maintenance than a non-buried structure.

The BR 70-0.28 bridge replacement project that the Logan County Bridge Crew completed this fall involved the replacement of a 29'-6" single-span steel stringer bridge that was built in 1958. This bridge underwent a major rehabilitation in 1997 when steel beams that were salvaged from an Ohio Department of Transportation bridge replacement project were reused and placed on the 1958 abutments. Recent bridge inspections revealed these beams were reaching the end of their life, which is why they were torn out and replaced with a 24'-1" span by 10'-5" rise aluminum structural plate arch that Contech Engineered Solutions LLC fabricated. A preassembly meeting with ConTech was held at the bridge site, during which ConTech walked the Bridge Crew through the assembly plans and material sheets. This structural plate arch and the headwall that accompanied it required a good amount of skill and patience to ensure the pieces were correctly and painstakingly bolted together. This buried bridge structure sits on reinforced concrete stub abutments built by the Bridge Crew.

Thank you to Mike Steenhoek and Contech's John V. Kanzlemer, Sr. Bridge Consultant, for helping with this project.





Highway Update

*By Dan McMillen
Highway Superintendent*

The county road crew is always hard at work, from the summer heat to the winter chill! After tackling the busy summer road maintenance season, they've shifted gears to address another crucial task: tree trimming and grubbing. This essential work ensures clear sightlines and prevents potential hazards from overhanging limbs and dead trees. The road crew has removed seven dead trees thus far in the right-of-ways that may have caused future problems. But the crew's dedication doesn't stop there! They're also taking advantage of the mild winter to prepare for the upcoming summer chip seal program. This includes crack-sealing roads and replacing aging culverts.

By proactively addressing these issues, the road crew is doing what they can to help travel for all residents. So next time you hit the road, remember the hardworking crew behind the scenes keeping your journey safe and worry-free.



Trent Helmlinger in the bucket truck

Bridge Crew Update

*By: Elliott Fullerton
Bridge Superintendent*



Cut rebar and tie steel

This fall, the bridge crew, with a helping hand from the road crew, embarked on a challenging but rewarding assignment: replacing the outdated steel beam bridge on CR 70. The project started on September 18, 2023, with the demolition of the old steel beam structure, and finished on November 17, 2023, when Shelly Materials paved CR 70 from CR 4 to the Quincy City limit, marking the completion of this eight-week transformation.

Roughly 25 years ago, the bridge was rehabilitated with beams that were purchased at a discounted price. The new structure is a galvanized steel structure that we bolted together on-site in the shape of an arch. With limited space and pre-existing concrete walls, we used pre-fabricated aluminum headwalls that we bolted together and anchored into the existing concrete walls. This approach saved approximately two weeks of construction time and countless materials compared to traditional concrete headwalls. Not only did this method save time and materials, but the aluminum is resistant to salt and climate elements that will stand the test of time, unlike the previous bridge's headwalls, which were prone to deteriorate over time from water and salt intrusion.



Pipe installed between footers. 15 holes drilled.

The outdated bridge is now a robust and reliable passage for many years to come. So next time you cross the CR 70 bridge, remember the story of its rebirth - a testament to human collaboration and innovative solutions.

Ditch Maintenance & Traffic Department

*By Steve Tracey
Ditch/Traffic Superintendent*

We had very good weather this year that permitted our ditch crew to complete our whole spray program, which included roadside ditches, maintenance ditches, and a couple of townships through our Shared Services program.

Maintenance ditch work included center dips on the Mouser and Green ditches. Both ditches had the spoils leveled out with the dozer. The crossover ford on the Liggett Ditch was regraded, which has allowed more accessible access to the other side for us and for the farmers to get their tractors and equipment through. All the catch basins on the North Fork tile have been cleaned out. We contracted the Sewer District to jet out 300 feet of tile on the McClure Ditch.

It was a challenging summer for roadside mowing this year. Mechanical problems kept our average number of mowers to two on a good day, which cut our force in half. After a catastrophic failure on a 20-year-old spare tractor, we purchased a new tractor and we were able to finish the year with three mowers.

The Traffic department stayed busy installing wrap-around post reflectors on our dangerous curve list for better nighttime reflectivity. We updated all of our deer crossing areas by double posting all the signs and adding brighter solar beacons for greater advanced warning of these areas. We are currently working on replacing culvert markers and damaged or missing posts.

Our Traffic department maintains over 7000 signs and does a fair amount of work for Townships and Villages through our Shared Service program.



Mailbox Replacement Policy



Have you gone to your mailbox during the winter only to find that your mailbox is lying along the road or in the ditch? The force of the snow being plowed off the roads often will knock down mailboxes or posts they are mounted on. (A common misconception is that the driver hits the mailbox with the plow, but this usually is not the case).

If your mailbox gets damaged on a county road as we plow the roads, please contact our office, and we will be glad to repair your mailbox or replace it with a standard black metal mailbox. We will use a 4x4 wood post if the post needs to be replaced.

The cost of the plastic "Rubbermaid" boxes or fancy wooden boxes prevents us from being able to replace these types of mailboxes with anything other than a standard metal mailbox. You may want to keep this replacement policy in mind when installing a new mailbox. Also, remember that we are not legally required to replace any mailboxes.

Map Room

*By Suzie Cochran
Map Room Supervisor*

The Map Room staff actively manages and updates records, reviews and files surveys, indexes documents, and scans and files materials. In 2023, the Map Room staff processed many legal descriptions, including 2,615 real estate documents, 1823 deeds, 645 Affidavits, 80 Certificates of Transfer, 38 easements, and 25 land contracts. Additionally, two condominium plats, 2 Declarations, 1 Planned Unit Development, and one annexation were filed & recorded. New property splits totaled 167 for the year, with 74 new survey descriptions recorded along with 39 documents combining properties into one Tax Parcel Number.

Surveyors submitted 256 new surveys that the Map Room personnel reviewed, approved, indexed, scanned, and filed. In addition, Map room staff entered 447 new house numbers into the 911 system.

The records of the Map Room can be found on the Logan County Engineer's Office website at www.lceo.us.



From left to right, Jayma Burkhammer, Jonathan Parthemore and Suzie Cochran

Cleaning House

*By: Mark Hilty
General Superintendent*

Have you recently noticed movement within the our facility's stockyard? The stockyard needed some attention as far as cleanup so we've been cleaning up the stockyard and rearranging various items with the ultimate goal being to clear out a spot large enough to store asphalt grindings that will come off of CR 10 in 2024 and come off of CR 130 in 2025.

These grindings will be processed back into different-size stones, including #8s, for us to utilize in our chip seal operation. Using asphalt grindings creates a closed-loop system, reducing waste and potentially saving costs.

So far, the bridge crew has moved and consolidated most of the steel beams into a smaller, neater spot. All the cribbing material has been moved and tucked in tight along the wall. Both excavators and buckets are being stored behind the bridge barn. This will open a spot beside our plastic pipe large enough to move all the concrete and cast pipe to, which will put all our tiles together in one place, which makes sense from a logistical and organizational standpoint. They have also started to move and re-stack new and used guardrails. Some miscellaneous guardrail parts and pieces need to be moved along with some used CMP pipe. Reorganizing guardrails and various parts efficiently frees up valuable space and simplifies access and usage.

While cleaning and rearranging, we have also been able to scrap some old, unusable items and compile an extensive list to put on GovDeals, which may potentially generate revenue. It should also be noted that we cut out a small area to move our steel rack and scrap steel to create a safer, straight back-in area for the spray truck to the chemical vault. This reduces potential accident risks for operators.

Equipment Purchases

*By Todd Bumgardner
Administrative Coordinator*

In 2021 and 2022, equipment purchasing was at record lows. Availability was scarce, and pricing reached record highs. Thankfully, the Logan County Engineer's Office was able to weather the time with our pre-pandemic equipment.

In 2023, we invested more in equipment purchases than ever before. This year, our office purchased 12 notable pieces of equipment for the highway department. The following new units are replacing well-used equipment nearing the end of their service life.

- A tandem plow truck build (ordered in 2021), replacing a 2004 model year
- Midsize class 50,000 pound excavator, replacing a 2005 model year
- A distributor truck is a replacement for a 1990 model year. It is also known as a tar truck for chip-seal operations.
- Two 3/4 ton pick-up superintendent trucks, replacing a 2005 and a 2003 model years
- Used survey vehicle build, replacing a 1995 model year
- Two single-wing roadside mowers, each replacing a 2015 model year
- Roadside mower tractor, replacing a 2003 model year
- Boom mower and assembly, replacing a 2012 model year
- Two used skid-steer loader attachments

These purchases, along with other equipment buying agreements, add up to over a million dollars in commitments for 2023. This wouldn't have been possible without the unwavering support of the public, who provides the funding for these vital upgrades. We're also deeply grateful to our dedicated employees for their hard work and to our vendors for navigating the supply chain challenges with us. Thank you for your continued support as we build a brighter future for Logan County, one road and bridge at a time!

Annual Report

Each year, the County Engineer provides an annual report to the County Commissioners in compliance with Section 5543.02 of the Ohio Revised Code. This report includes the revenues and expenses, lists of equipment purchased, anticipated expenditures for the construction, reconstruction, resurfacing, or improvement of the public roads and bridges in Logan County, the condition of our road system, sales tax balance sheet, and more.

The 2023 Logan County Engineer's Office Annual Report will be available on our website (www.lceo.us) in April. Click "Additional Information," then click *Logan County Engineer's Annual Report*.

2024 Holiday Closure Notice

Date	Holiday	Date Observed
January 15	Martin Luther King Day	Mon. 1/15/2024
February 19	President's Day	Mon. 2/19/2024
May 27	Memorial Day	Mon. 05/27/2024
June 19	Juneteenth	Wed. 6/19/2024
July 4	Independence Day	Thu. 7/4/2024
September 2	Labor Day	Mon. 9/2/2024
November 11	Veterans Day	Mon. 11/10/2024
November 28	Thanksgiving Day	Thu. 11/28/2024
November 29	Day after Thanksgiving	Fri. 11/29/2024
December 25	Christmas Day	Wed. 12/25/2024