

**OFFICE OF  
THE  
LOGAN COUNTY  
ENGINEER**

**2011 ANNUAL REPORT  
2011-2012 ROAD REVIEW**

*April 1, 2012*



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



Bridge 173-0.12  
over the Mad River



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	Shirley Brunke	Greg Dappert
Bryan Dhume, P.E.	Curtis D. Dill, P.S.	Harvey Grimes
Sam Ragland	Bob Simmons	Denny Stryker
<b>Map Room</b>		
Jayma Burkhammer	Jon Hines	Suzie Yoesting
<b>Highway Department</b>		
Matt Archer	John Berry	Todd Bumgardner
Jeremy Burrey	Todd Coleman	Brad Jackson
Greg Kennaw	Jason McKee	Dan McMillen
Joel Miracle	John Spencer	Lisa Stover
<b>Ditch Department</b>		
Anthony Bernard	Andrew Farris	Mark Hilty
Curtis Hites	Kip Jenkins	Luke Jolliff
Greg Miller	Greg Swonguer	Steve Tracey
<b>Bridge Department</b>		
Elliott Fullerton	Shane Long	Keith Price
<b>Traffic Department</b>		
Mark Dearwester		
<b>Building Authority</b>		
Becky Jolliff	Mike Reffitt	

April 1, 2012

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

The following pages contain our Annual Report for 2011. On the back page, the reader will find a breakdown of the road miles, the number of bridges on our system, and the number of signs and culverts that we maintain. Also included in this report is what we accomplished in the year 2011, and what we plan to accomplish in 2012.

This year we resurfaced 25.6 miles of county highways, sealed 41.5 miles of county highways, replaced/rehabilitated 9 bridges and 21 culverts. We assisted the Township Trustees with the resurfacing of 7.84 miles of roads and chip sealing another 17.7 miles. We assisted the villages by obtaining and administering an OPWC grant to resurface 6 miles of various village streets.

Salt bids increased from \$45.87/ton in 2007 to \$65.10/ton in 2011. Due to this 42% increase in cost over four years, we have worked to be more efficient in how we utilize our labor and materials in clearing roadways. We have added one computer controlled salt spreader, a salt brine anti-icing pretreatment tank and three brine prewetting systems to our fleet to increase our available options for treating roadways and improving efficiency. The early winter of 2011 consisted of very cold temperatures with lingering snow and several light snow events. The end of 2011 saw very few icing events and unusually warm temperatures. Our overall snow and ice control costs decreased 22% compared with the same time period in 2010 and were 10% higher than average winter costs.

We thank the citizens of Logan County for their renewal of the ½% sales tax and their continued support of our efforts to improve and maintain the local transportation systems. Sales tax revenue increased by 3.5 percent in 2011 after two years of declining totals. Motor vehicle fuel tax revenue decreased 2.4% and automobile registration fees decreased by 0.9% percent in 2011; these were up 1.48 percent and 2.5 percent, respectively, in 2010. The Logan County Engineer's Office has been aggressively seeking grant funds to supplement our regular funding and sales tax funding. The federal aid bridge load ratings and sign facing upgrade, OPWC paving, and LBRS grants totaled \$332,197.80 of grant funding to the Logan County Engineer's Office.

For 2011, we were able to help secure \$467,724.51 of OPWC grant funding for the 2011 Village paving programs and \$88,211 of OPWC funding for the Pleasant TR 33 widening and fill project.

The ½% sales tax for roads and bridges generated \$2,355,646.98 in 2011. The County Road portion totaled \$1,554,727.03 and the Township portion totaled \$329,790.58. Total sales tax expenditures were \$1,573,875.38 for County projects and \$305,465.87 for Township projects. The County Engineer's Office expended \$2,469.80 in 2011 to develop, administer and perform inspections for the Township paving. We expended an additional \$3,180.22 in 2011 to develop, administer and perform inspections for the Ohio Public Works multi-village paving program for the villages.

The State of Ohio began talking about shared services in this last year as a method to reduce costs and improve efficiencies throughout the state. At the Logan County Engineer's Office, we have been implementing shared services and continue to expand them. We have performed sign inspections for two townships, installed a large culvert, and moved mailboxes as a widening project for two other townships. This year we will be spraying herbicides and mowing roadside ditches for two townships. This is a mutually beneficial process where we can save the townships some money and offset some of our labor and equipment costs. We also work with the City of Bellefontaine, villages, townships and ODOT for shared material storage.

The State has failed to balance its budget in order to function within its revenue stream. Rather than make the changes that are required to balance the state budget, the state officials have chosen to pass their budget shortfalls on to the local governments that have been living within their budgets for the past several years. When you speak with your State Representative or Senator, please remind them to fix their funding at the State level and urge them to restore the local government funding.

Since 2005, the Engineer's Office has sacrificed \$1,186,921.99 of general fund revenue for the benefit of the general fund departments.

Sincerely,

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

## The Condition of Our Highway System

Our crews worked diligently to quickly clear snow and ice during the few events that we experienced this winter. The warm winter was pleasant for everyone, however the wetness prevented us from doing some maintenance work that we had planned. The biggest downside to the warm temperatures and wet conditions was the damage that we saw occur to some of the roadways. We have seen a few potholes develop and significant pavement edges breaking up during the winter. We have been repairing these as the weather permits. We continue to see new cracking appear in the pavement and we will address this during our crack sealing program. 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 be able to seal the new resurfacing within weeks after they are paved.

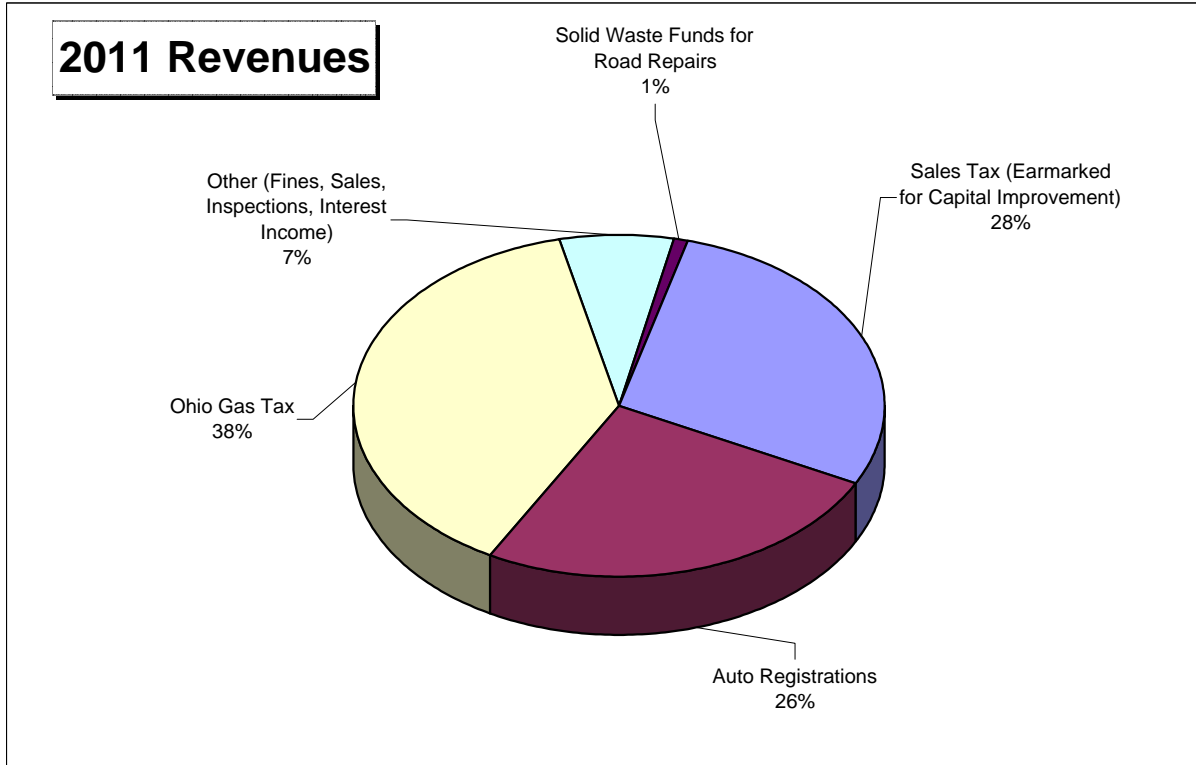
We plan to resurface over 30 miles of roadway this year and are still assessing roads for addition to the program. We also plan to seal about 40 miles and we continue to work toward optimizing this program. We still have a few roads that require a surface course of paving. From 2003 through 2005, we 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 resurfaced over 366.7 miles of county highways. 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. With the replacement/rehabilitation of 9 bridges in 2011, we are continuing to upgrade our overall bridge conditions. This year's bridge replacement/repair schedule will upgrade 1 bridge that has a weight restriction affecting school buses. We are excited to report that 2012 is the fourth year in a row that we have entered the year with no bridges that are closed to traffic other than bridges under construction. This has been a goal of the Logan County Engineer's Office for many years and we are very proud to have achieved this goal for the benefit of the traveling public.

There are 10 bridges with posted load restrictions. Seventeen 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 extensive rehabilitation on 93 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 \$118 per square foot for estimating our bridge program.

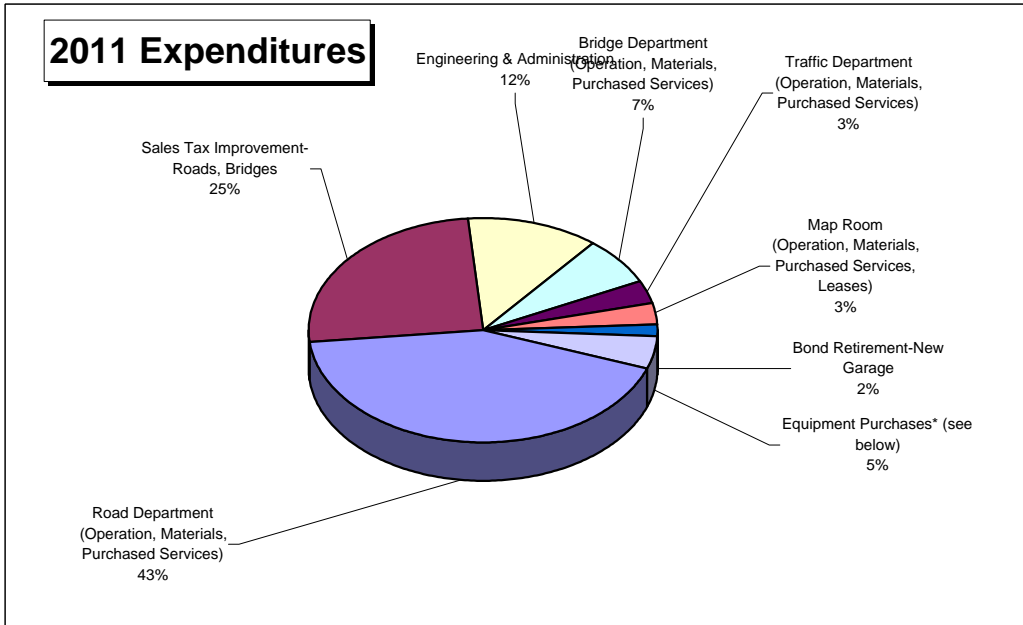
Since the force account limits for projects that we can construct with our own staff were increased in 2003, construction materials have increased by more than 71 percent. We must encourage the state legislature to increase the force account limits for roads and bridges so that we can continue to save the taxpayers' money by constructing road and bridge projects with our own crews. The current force account limits are \$100,000 per bridge and \$30,000 per mile for road construction. Considering the increased construction costs and the fact that there is some debate over the interpretation of the force account legislation, these limits need to be increased to \$292,000 and \$88,000, respectively, with an annual inflation factor.

2011 Revenues		
Sales Tax (Earmarked for Capital Improvement)	28%	\$ 1,710,035.39
Auto Registrations	25%	\$ 1,539,390.67
Ohio Gas Tax	38%	\$ 2,310,206.90
Other (Fines, Sales, Inspections, Interest Income)	7%	\$ 410,273.39
Solid Waste Funds for Road Repairs	1%	\$ 50,000.00
TIF MidWest Express	1%	\$ 48,043.76
General Fund	0%	\$ 13,806.68
Weaver Bros., Inc. - Voluntary Contribution	0%	\$ 5,000.00
Belle Center Amish Church Community - Voluntary Contribution	0%	\$ 4,515.00
<b>Total</b>		<b>\$ 6,091,271.79</b>



2011 Sales Tax	
County Carryover from 2010	\$ 1,758,163.77
Township Carryover from 2010	\$ 273,100.85
<b>Income - County 2011</b>	<b>\$ 1,710,035.39</b>
<b>Income - Township 2011</b>	<b>\$ 329,790.58</b>
<b>Expenditures</b>	
Township Sales Tax Resurfacing Program, Chip/Seal & TR 33 Widening Project	\$ 305,465.87
County Sales Tax Resurfacing Program (including culverts)	
Bridge 4-2.15 Replacement	
Bridge 105-0.24 Replacement	
Bridge 142-5.75 Replacement	
Bridge 139-0.06 Replacment	\$ 1,573,875.38
<b>2011 County Carryover</b>	<b>\$ 1,739,015.42</b>
<b>2011 Township Carryover</b>	<b>\$ 297,425.56</b>
<b>Total Carryover</b>	<b>\$ 2,036,440.98</b>

2011 Expenditures		
Road Department (Operation, Materials, Purchased Services)	43%	\$2,636,051.43
Sales Tax Improvement-Roads, Bridges	25%	\$ 1,575,875.38
Engineering & Administration	12%	\$741,453.73
Bridge Department (Operation, Materials, Purchased Services)	7%	\$436,358.25
Traffic Department (Operation, Materials, Purchased Services)	3%	\$ 209,425.98
Map Room (Operation, Materials, Purchased Services, Leases)	3%	\$179,024.97
Bond Retirement-New Garage	2%	\$ 110,404.68
Equipment Purchases* (see below)	5%	\$ 292,115.61
<b>Total</b>		<b>\$ 6,180,710.03</b>



*Major Equipment Purchased in 2011	
New Motherboard and Processor	\$ 229.97
Computer Upgrades (3)	\$ 2,130.00
Flat Screen Monitors (5)	\$ 609.47
Air Conditioner Replacement (main office)	\$ 2,051.00
Filing Cabinets (plans)	\$ 400.00
Archos Tablet Data Collector (Survey Crew)	\$ 398.98
Postal Scale	\$ 54.32
160 GB Barracuda Hard Drive Replacement (Map Room)	\$ 54.65
Dura Patcher	\$ 61,654.50
2012 Ford Escape	\$ 18,257.00
2012 Ford F250 Pick-ups (3)	\$ 75,587.07
2012 International Cab and Chassis	\$ 77,793.00
FDS Gas Engine Pump and Adapter for Weed Sprayer	\$ 560.64
Gledhill Salt Spreader	\$ 2,368.00
Chain Saw	\$ 239.96
Pressure Washer (garage)	\$ 3,399.67
Chipping Hammer	\$ 583.20
Track Loader	\$ 45,448.22
Weed Eater	\$ 295.96
<b>Total</b>	<b>\$ 292,115.61</b>

### 2011 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, washouts, 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 own road systems. The Highway Department was extremely busy in 2011, working ahead for the 2012 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).

Review of Miscellaneous 2011 Expenses				
	Labor	Amortized Equipment	Materials and Contractor Work	Total
Mowing	\$ 53,981.65	\$ 58,785.25	\$ 64.86	\$ 112,831.76
Roadside Spraying	\$ 5,483.59	\$ 1,819.95	\$ 8,146.24	\$ 15,449.78
Hand Patching	\$ 2,030.29	\$ 254.70	\$ 240.07	\$ 2,525.06
Durapatching	\$ 8,614.98	\$ 7,638.60	\$ 6,555.64	\$ 22,809.22
Crack Sealing	\$ 22,982.86	\$ 676.00	\$ 17,894.80	\$ 41,553.66
Tree & Brush Removal	\$ 44,714.59	\$ 25,574.20	\$ 169.04	\$ 70,457.83
Culvert Repair & Replacement (not related to resurfacing)	\$ 21,499.60	\$ 17,225.50	\$ 16,102.91	\$ 54,828.01
Sign Repair	\$ 10,404.57	\$ 1,860.93	\$ 9,414.50	\$ 21,680.00
Sign Repair (Vandalism)	\$ 899.79	\$ 179.05	\$ 978.90	\$ 2,057.74
Sign Replacement	\$ 3,634.85	\$ 450.10	\$ 7,277.85	\$ 11,362.80
Snow and Ice Control	\$ 111,507.77	\$ 131,474.45	\$ 169,851.91	\$ 412,834.13

2011 County Paving Program Completed			
ROAD #	Begins	Ends	Total Cost
54	SR720	CR 60 SW	\$ 329,852.84
2	CR 5	Logan/Union Co. Line	\$ 558,492.67
38	SR 366	CR 96	\$ 76,992.83
254	CR 98 / TR 98	CR 38 / TR 38	\$ 96,121.93
35	CR 59 (resume)	SR 274	\$ 225,038.38
187	TR 7	SR 508	\$ 73,492.45
98	CR 38	CR 254 / TR 98	\$ 75,841.88
14	CR 189 Begins	SR 508 & TR 188 End	\$ 44,552.90
173	CR 5	CR 47	\$ 89,084.13
189	W.Liberty N. Corp. Line	US 68	\$ 23,075.46
2011 County Paving Program Completed OPWC Funding			
13	CR 21 Bloomfield Twp.	CR 31 North	\$ 188,148.09
<b>Grand Total</b>			<b>\$ 1,780,693.56</b>

2011 County Chip and Seal Program Completed						
Road	Begins	Ends	Labor	Equipment	Materials	Total
139	Logan/Hardin Co. Line	Logan/Hardin Co. Line	\$ 844.78	\$ 419.00	\$ 4,483.88	\$ 5,747.66
101	CR 49	TR 109				
101	TR 109	SR 638				
101	SR 638 Northwood	CR 111 & 113 E. Northwood	\$ 3,840.57	\$ 3,243.25	\$ 43,177.35	\$ 50,261.17
101	CR 111 & 113 E. Northwood	TR 107				
101	TR 107	CR 51				
40	SR 274	TR 114 N.				
40	TR 114 N.	TR 115	\$ 2,632.16	\$ 2,351.95	\$ 31,576.26	\$ 36,560.37
40	TR 115	SR 292				
103	CR 102	US 68	\$ 2,900.99	\$ 1,951.00	\$ 27,224.48	\$ 32,076.47
39	CR 130	TR 56				
39	TR 56	Dead End				
39	TR 56 Pvt. Change	CR 37				
39	CR 37	SR 274	\$ 5,938.83	\$ 4,416.55	\$ 25,819.01	\$ 36,174.39
39	SR 274 Cherokee	CR 222 W.				
39	CR 222 W.	TR 108 E.				
39	TR 108 E.	TR 100 McArthur/Richland				
48	SR 292	CR 120 S.				
48	CR 120 S.	CR 142	\$ 1,190.10	\$ 1,195.00	\$ 16,785.70	\$ 19,170.80
51	CR 101 SW.	US 68	\$ 359.99	\$ 186.25	\$ 3,261.10	\$ 3,807.34
104	SR 273	Hardin Co. Line	\$ 1,170.31	\$ 912.50	\$ 10,122.42	\$ 12,205.23
112	CR 113	CR 111 W. - TR 111 E	\$ 1,454.46	\$ 1,055.77	\$ 10,271.50	\$ 12,781.73
152	CR 153 Middleburg	TR 227 E.				
152	TR 227 E.	CR 144	\$ 1,842.32	\$ 1,591.75	\$ 23,146.28	\$ 26,580.35
271	Dead End	CR 296 LT	\$ 149.41	\$ 112.70	\$ 1,157.96	\$ 1,420.07
291	Valley-Hi Corp. Line	CR 28	\$ 786.37	\$ 624.00	\$ 2,304.38	\$ 3,714.75
296	SR 292	CR 271	\$ 1,785.48	\$ 1,569.80	\$ 14,378.82	\$ 17,734.10
10	CR 154	CR 142 S.				
10	CR 142 S.	TR 143	\$ 1,646.64	\$ 1,379.23	\$ 12,770.48	\$ 15,796.35
10	TR 143	Logan/Union Co. Line				
106	SR 638	CR 105 W.	\$ 964.47	\$ 715.30	\$ 6,088.83	\$ 7,768.60
106	CR 105 W.	SR 638				
142	CR 10	TR 141 W.				
142	TR 141 W.	CR 2				
142	CR 2	TR 133 E.				
142	TR 133 E.	S. Corp. Line W. Mansfield	\$ 8,240.31	\$ 6,848.85	\$ 103,799.11	\$ 118,888.27
142	CR 26	CR 20				
142	CR 20	CR 48				
142	CR 48	CR 117				
144	CR 153	TR 148 E.	\$ 1,478.05	\$ 1,309.75	\$ 19,726.05	\$ 22,513.85
144	TR 148 E.	CR 144A				
27	SR 235	TR 207				
27	TR 207	SR 235	\$ 980.88	\$ 862.75	\$ 7,930.20	\$ 9,773.83
27	SR 235	TR 207				
27	TR 207	SR 235				
77	CR 34	TR 35	\$ 1,807.56	\$ 1,634.25	\$ 17,758.24	\$ 21,200.05
77	TR 35	CR 21				
17	CR 23	SR 720 (Sante Fe)				
17	SR 720 (Sante Fe)	CR 87 E.	\$ 750.15	\$ 577.90	\$ 6,835.43	\$ 8,163.48
17	CR 87 E.	Auglaize Co. Idle Road				
23	SR 274	TR 225				
23	TR 225 W.	CR 52	\$ 1,673.71	\$ 1,301.90	\$ 10,187.38	\$ 13,162.99
23	CR 52	CR 17 Logan/Auglaize Co. Line				
<b>Total Chip &amp; Seal Program</b>						<b>\$ 475,501.85</b>



### 2012 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, 2012, the proposed resurfacing and chip-seal programs for the County are as follows:

2012 Proposed County Resurfacing Program					
Road #	Begins	Ends	Road #	Begins	Ends
20	CR 12	Logan-Union Co. Line	118	CR 20	CR 5
26	SR 292	Logan-Union Co. Line	12	CR 50 (resume)	SR 292 End
48	CR 12	Logan-Union Co. Line	142	N. Corp. Line W. Mansfield	CR 26
50	CR 12 Lt.	SR 292	265	SR 274	CR 12
97	CR 96	TR 97	10	Bellef. Corp. Change (City)	US 33
97A	CR 97	SR 273			

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

2012 PROPOSED COUNTY CHIP SEAL PROGRAM					
Road #	Begins	Ends	Road #	Begins	Ends
38	CR 254 West (resume)	SR 117	59	Logan/Shelby Co. Line	TR 23 South
96	CR 38 South/TR 38 North	SR 117	59	TR 23 South	TR 23 North
21	CR 24 Pleasant Twp.	CR 77 West	59	TR 23 North	TR 34 North
21	CR 77 West	TR 78 West	59	TR 34 North	CR 34 South
21	TR 78 West	CR 58	59	CR 34 South	CR 35 North
21	CR 58	CR 59 West/TR 59 East	59	CR 35 North	TR 35 South
21	CR 59 West/TR 59 East	CR 13 East	59	TR 35 South	TR 53 North
21	CR 13 East	CR 60 (Bloomcenter)	59	TR 53 North	CR 21
21	CR 60 (Bloomcenter)	TR 80	255	SR 235	SR 235
21	TR 80	SR 274	60	Logan/Shelby Co. Line	TR 23
58	Logan/Shelby Co. Line	CR 23 South/TR 23 North	60	TR 23	TR 34 South
58	CR 23 South/TR 23 North	CR 234	60	TR 34 South	CR 35
58	CR 34	TR 35 North	60	CR 35	TR 53 North
58	TR 35 North	CR 21	60	TR 53 North	TR 53 South
58	CR 21	TR 207	60	TR 53 South	CR 21 (Bloomcenter)
			60	CR 21 (Bloomcenter)	TR 79 South
			60	TR 79 South	CR 54 End

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

### **2011 BRIDGE PROGRAM**

Our Bridge Crew had another good year. In addition to repairing and replacing bridges and culverts, they worked on snow and ice control. This means the Bridge Crew must be able to proficiently switch from a bridge project to snow and ice control and back again.

In 2011, the Bridge Crew replaced or rehabilitated the following 9 structures:

County Road 4-2.15 (Miami Twp.) Bridge Rehabilitation  
County Road 105-0.24 (Richland Twp.) Bridge Replacement  
County Road 142-1.79 (Perry Twp.) Abutment Repair  
County Road 139-0.06 (Bokescreek Twp.) Bridge Replacement  
Township Road 56-0.68 (Harrison Twp.) Deck Repair  
Township Road 213-0.66 (Washington Twp.) Add Beams for Bus Loading  
County Road 142-5.75 (Bokescreek Twp.) Bridge Replacement  
County Road 44-0.22 (Zane Twp.) New Abutment East End  
Township Road 32-2.00 (Liberty Twp.) Repair and Paint Beams

### **2012 BRIDGE PROGRAM**

In the 2001 renewal of the sales tax for roads and bridges, the priority was based on condition. Therefore, the 2012 Bridge Program continues the commitment of prioritizing bridge replacements based on condition. The County infrastructure will be re-evaluated periodically and changes to this program are likely to occur in order to achieve our commitment to repair or replace the structures and highways in the worst condition first.

As of March 1, 2012, the proposed Bridge Program is as follows:

Township Road 80-1.46 (Bloomfield Twp.) Bridge Replacement  
County Road 105-0.80 (Richland Twp.) Bridge Replacement  
County Road 29-0.72 (Jefferson Twp.) Bridge Replacement  
County Road 10-5.06 (Jefferson Twp.) Concrete Deck Repair  
County Road 29-2.97 (Monroe Twp.) Concrete Deck Repair  
Township Road 174-0.56 (Village of West Liberty) Bridge Replacement  
County Road 43-2.85 (Union Twp.) Bridge Replacement  
Township Road 56-2.99 (Lake Twp.) Bridge Replacement  
County Road 65-1.85 (Miami Twp.) Bridge Replacement  
Township Road 45-1.01 (Miami Twp.) Clean and Paint Beams  
County Road 11-6.69 (Harrison Twp.) Clean and Paint Beams

### **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 DEPARTMENT**

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 6,574. 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.

### **COURTHOUSE DUTIES**

It is the responsibility of the Map Room to maintain all of the county tax maps providing the County Auditor with an accurate tax base for each parcel. This includes creating new property splits, assigning new parcel numbers and adjusting property lines and acreages as reflected from new surveys. Both digital and shape file updates are performed regularly to keep the maps as current as possible. Along with these duties, the Map Room assists the various needs of surveyors, attorneys, realtors, other governmental agencies and the public, assigns and maintains the house numbering system for the unincorporated areas of the county, reviews new surveys & approves descriptions on legal documents.

In 2011, the Map Room Staff checked legal descriptions on 2,269 real estate documents. Two hundred forty-two of these recorded documents were Affidavits. There were 64 Certificates of Transfer, 1,844 deeds, 118 easements and 62 land contracts. Additionally, 1 condominium plat and declaration was approved and recorded along with one highway and one annexation plat. New property splits totaled 205 for the year with 85 documents being new surveys.

Surveyors submitted 273 new legal descriptions that were reviewed, approved, scanned and filed by the Map Room personnel. In addition, 24 new house numbers were established in 2011.

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

### BUILDING AUTHORITY

This year the permits issued are listed by category below. We have combined site built, Industrialized Units and Manufactured Homes on permanent foundations under one category and separated the Mfg. Homes on piers in a separate one. The floodplain permit fees are under additional fees as we adopted new regulations and fees for work within a special flood hazard area.

The 2011 Electric Code (NFPA 70) was adopted by Ohio with November 1st as active date for commercial construction and the residential construction active date will be coming soon. The new Residential Building Code is being forwarded to the Board of Building Standards for approval to begin January 1, 2013.

Revenue			
	2011	2010	% of Change
Permit Revenue	\$ 94,975.00	\$ 113,025.00	-16.0%
Contractor Registrations	\$ 19,200.00	\$ 14,150.00	35.7%
Reinspect Fees	\$ 650.00	\$ 450.00	44.4%
Application Fees	\$ 9,800.00	\$ 11,400.00	-14.0%
Additional Permit Fees	\$ 1,525.00	\$ 2,100.00	-27.4%
Miscellaneous	\$ 755.00	\$ -	-
State Administrative Fee 1%	\$ 1,010.25	\$ 1,269.75	-20.4%
<b>Total Revenue *</b>	<b>\$ 127,915.25</b>	<b>\$ 142,394.75</b>	<b>-10.2%</b>

Expenditures			
	2011	2010	% of Change
Total Salaries	\$ 77,367.78	\$ 79,164.20	-2.3%
PERS, W/C & Medicare	\$ 11,654.62	\$ 13,072.47	-10.8%
Supplies	\$ 384.00	\$ 1,038.21	-63.0%
Contract Services	\$ 9,723.03	\$ 8,969.42	8.4%
Contract Repair	\$ 3,914.83	\$ 3,272.64	19.6%
Equipment Lease	\$ 3,036.73	\$ 3,154.96	-3.7%
Continuing Education	\$ 1,169.32	\$ 1,029.28	13.6%
Other Expenses	\$ 492.00	\$ 167.50	193.7%
State Administrative Fee 1%	\$ 1,010.25	\$ 1,269.75	-20.4%
<b>Total Expenditures</b>	<b>\$ 108,752.56</b>	<b>\$ 111,138.43</b>	<b>-2.1%</b>

Permits Issued			
	2011	2010	% of Change
Total of New Homes	46	50	-8.0%
Total of New Mfg. Homes (piers only)	10	9	11.1%
Total of "Other" Permits	331	384	-13.8%
Total All New Dwellings	56	59	-5.1%
Total Flood Plain Permits	5	5	0.0%
<b>Total of All Permits</b>	<b>387</b>	<b>443</b>	<b>-12.6%</b>

\* \$19,162.69 of Building permit fees were retained by the County General Fund.

<b>Inspections</b>			
	<b>2011</b>	<b>2010</b>	<b>% of Change</b>
Building/Structural	678	845	-19.8%
Electrical Inspections	503	553	-9.0%
HVAC Inspections	119	185	-35.7%
<b>Total Inspections*</b>	<b>1,300</b>	<b>1,583</b>	<b>-17.9%</b>

\* Includes Re-inspections

<b>Home Valuation</b>			
	<b>2011</b>	<b>2010</b>	<b>% of Change</b>
New Home Valuation	\$ 12,625,373	\$ 13,055,156	-3.3%
Total for New Homes	\$ 8,406,339	\$ 8,560,990	-1.8%
Total for all Mfg. Homes (piers only)	\$ 95,000	\$ 367,748	-74.2%
Total for all "Other" Permits	\$ 4,218,939	\$ 4,126,418	2.2%
Avg. Valuation Per Home	\$ 182,746	\$ 171,220	6.7%

<b>Averages</b>			
	<b>2011</b>	<b>2010</b>	<b>% of Change</b>
Total Inspection Stops	955	1,097	-12.9%
Avg Inspections Per Stop	1.4	1.4	0.0%
Avg Revenue Per Permit	\$ 326.31	\$ 321.00	1.7%
Avg Expenditure Per Permit	\$ 277.43	\$ 251.00	10.5%
Avg Expenditure Per Inspection	\$ 83.66	\$ 70.00	19.5%

### **MOTOR VEHICLE REGISTRATIONS**

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

<b>2011 Logan County, Ohio Motor Vehicles Registrations</b>		<b>2010</b>	<b>2009</b>
Type of Registration	# of Units	# of Units	# of Units
Passenger Cars	33,339	34,061	33,193
Motor Homes	326	380	386
Motorcycles	2,613	2,598	2,592
House Vehicles	795	859	787
Mopeds	29	17	31
Non-Commercial Trailers	5,188	5,105	5,084
Non-Commercial Trucks	10,550	10,982	10,963
Farm Truck	366	366	341
Buses	50	64	52
Commercial Trailers	1,770	1,789	1,744
Non IRP Trucks (Intl. Reg. Plan)	1,759	2,050	2,104
IRP Trucks (Intl. Reg. Plan)	123	142	134
<b>Total Vehicle Registrations in 2011</b>	<b>56,908</b>	<b>58,413</b>	<b>57,411</b>

SOURCE: State of Ohio, Bureau of Motor Vehicles

**The Office of the Logan County Engineer**

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**EXECUTIVE SUMMARY**

**370.118 Miles of County Road**

As of 12/31/11

**299 Bridges**

10 Have Load Reductions Posted

6 Have a Sufficiency Rating Less Than 50%

**6,574 Signs**

**1,606 Culverts**

Excellent/Good Condition - 1,421

Fair/Poor/Unknown Condition - 185