

**OFFICE OF
THE
LOGAN COUNTY
ENGINEER**

**2012 ANNUAL REPORT
2012-2013 ROAD REVIEW**

April 1, 2013



*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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EMPLOYEES OF THE LOGAN COUNTY ENGINEER'S OFFICE		
County Engineer		
Scott C. Coleman, P.E., P.S.		
Engineering Department		
Michaela Brunke	Shirley Brunke	Greg Dappert
Bryan Dhume, P.E.	Curtis D. Dill, P.S.	Harvey Grimes
Art Harper	Sam Ragland	Bob Simmons
Denny Stryker		
Map Room		
Jayma Burkhammer	Jon Hines	Suzie Yoesting
Highway Department		
Matt Archer	Todd Bumgardner	Jeremy Burrey
Brad Carnes	Todd Coleman	Greg Kennaw
Jason McKee	Joel Miracle	John Spencer
Lisa Stover		
Ditch Department		
Andrew Farris	Mark Hilty	Kip Jenkins
Luke Jolliff	Bryan LeVan	Greg Miller
Greg Swonguer	Steve Tracey	Todd Wisse
Bridge Department		
Elliott Fullerton	Dan McMillen	Keith Price
Traffic Department		
Mark Dearwester		
Building Authority		
Becky Jolliff		Mike Reffitt

Logan County Engineer's Office

April 1, 2013

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

The following pages contain our Annual Report for 2012. 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 2012 and what we plan to accomplish in 2013.

This year we resurfaced 31 miles of county highways, sealed 34 miles of county highways, replaced/rehabilitated 7 bridges and 16 culverts. We completed our first microsurfacing overlay of CR 10 from Bellefontaine to Zanesfield and reconstructed the curves west of Tree Links Golf Course. We assisted the Township Trustees with the resurfacing of 10.9 miles of roads and chip-sealing another 10.4 miles. Our resurfacing program incorporated recycled asphalt and recycled ground tire rubber in the warm mix asphalt. We constructed the longest span recycled thermoplastic bridge on Township Road 174 over the Onion Ditch. This is only the second structure of this type to be constructed on a public road. These recycling programs help us reuse valuable resources and reduce our waste stream to landfills.

On Friday June 29, a powerful storm swept across Ohio bringing high straight line winds and heavy rainfall. This storm caused significant damage to our office/garage facilities and the highway system. We lost the roof from the old garage, three overhead doors were blown out of the new garage, several trees were blown down, the salt storage building was damaged, sign posts were bent throughout the county and guardrails were damaged by falling trees. The total costs of this damage was \$98,971.65 and 87.5 percent was reimbursed by the Federal and Ohio Emergency Management Agencies.

Salt bids decreased this year from \$65.10/ton to \$51.67/ton; however, this is still a 12.6% increase in cost from \$45.87/ton in 2007. It appears that salt prices stabilized in 2012. Due to dramatic increases in cost over the previous four years, we continued working to be more efficient and effective in how we utilize our labor and materials in clearing roadways of snow and ice. We have added one computer controlled salt spreader, a salt brine anti-icing pretreatment tank and four brine prewetting systems to our fleet to increase our available options for treating roadways. We have implemented the use of Beet Heet® sugar beet molasses for prewetting our salt at the salt spinner. This product increases our ability to melt ice at lower temperatures. Next year, we will have prewetting systems installed on all of our front line trucks. Our overall snow and ice control costs decreased 11.6% compared with the same time period in 2011 and were slightly above our average winter costs.

We thank the citizens of Logan County for their continued support of the ½% sales tax which allowed us to complete our largest ever asphalt resurfacing program totaling more than \$3 million. Sales tax revenue increased by 15.6 percent in 2012 and surpassed all previous years. Motor vehicle fuel tax revenue decreased 0.8 percent and automobile registration fees increased nearly 1.7 percent in 2012. 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, sign facing upgrades, county paving, and bridge 174-0.56 grants totaled \$442,066 of grant funding to the this office.

For 2012, we were able to help secure \$82,142 of Ohio Public Works Commission (OPWC) loan funding for the Harrison TR 201 widening project.

The 1/2% sales tax for roads and bridges generated \$2,722,568.23 in 2012. The county portion totaled \$1,745,946.78 and the township and municipal portions each totaled \$398,142.31. Total sales tax expenditures were \$3,339,164.91 for county projects and \$364,612.79 for township projects. The County Engineer's Office expended \$2,693.26 in 2012 to develop, administer and perform inspections for the Township paving and chip-sealing. We expended an additional \$2,289.37 in 2012 to develop, administer and perform inspections for the TR 201 widening project.

The State of Ohio began talking about shared services in the last two years 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 three townships, installed culverts for two townships, installed sign posts for a township, as well as, a village, and moved mailboxes as a part of a improvement project for yet another township. We sprayed herbicides for two townships and completed the annual mowing program for another. Additionally, we placed asphalt for a township as part of a roadway realignment. 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, NEG, and ODOT for shared material storage.

The State has still 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.

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 many events that we experienced this winter. This extended winter presented challenges for everyone. Through March we have seen some warmer temperatures and plenty of moisture that have lead to soft shoulders. As we continued to fight snow during warmer ground temperatures, we have seen damage occur to the road edges. We will be 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 again be able to seal the new resurfacing within weeks after the roads are paved.

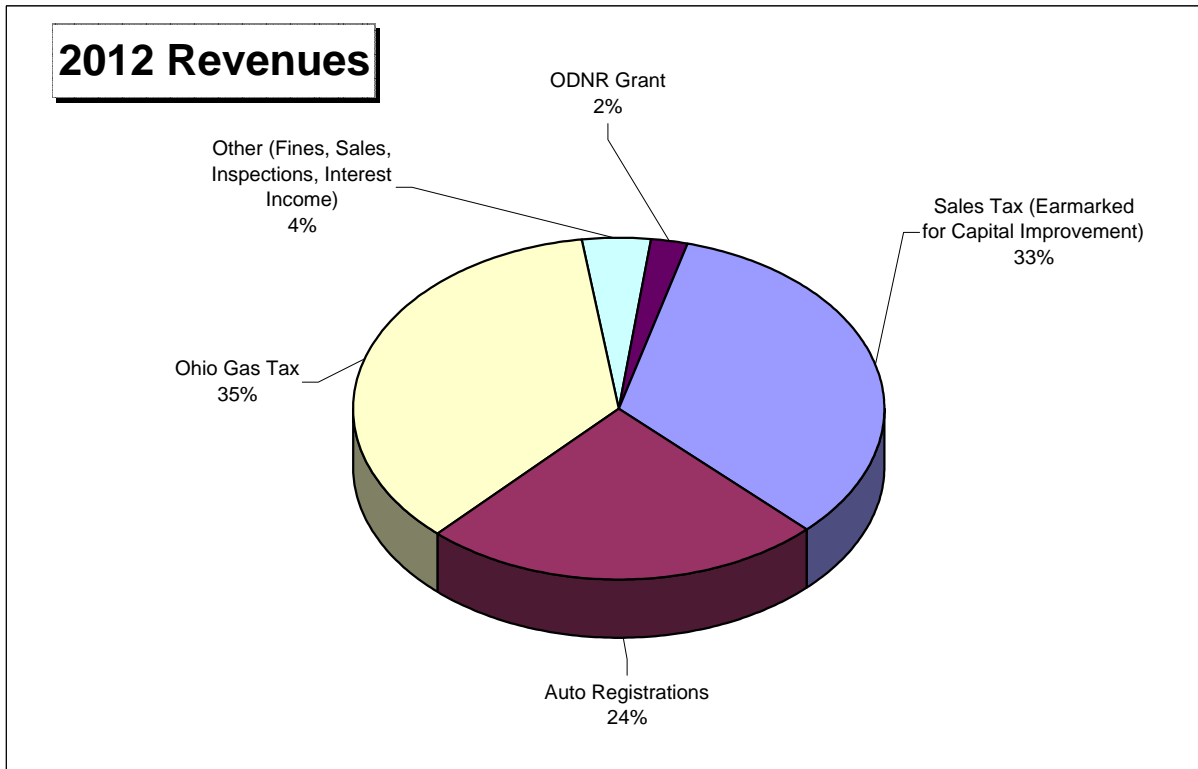
We plan to resurface over 23 miles of roads this year and plan to seal about 34 miles. We will complete the surface course of paving on all county roads this year. From 2003 through 2005, we placed only the intermediate course of pavement on many of the roads that were resurfaced. This process allowed 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 397.7 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 7 bridges in 2012, we are continuing to upgrade our overall bridge conditions. We have one bridge that has a weight restriction affecting school buses and this structure will be upgraded in 2015 with a federal grant. We are excited to report that 2013 is the fifth 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 9 bridges with posted load restrictions. Sixteen 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 98 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 \$135 per square foot for estimating our bridge program.

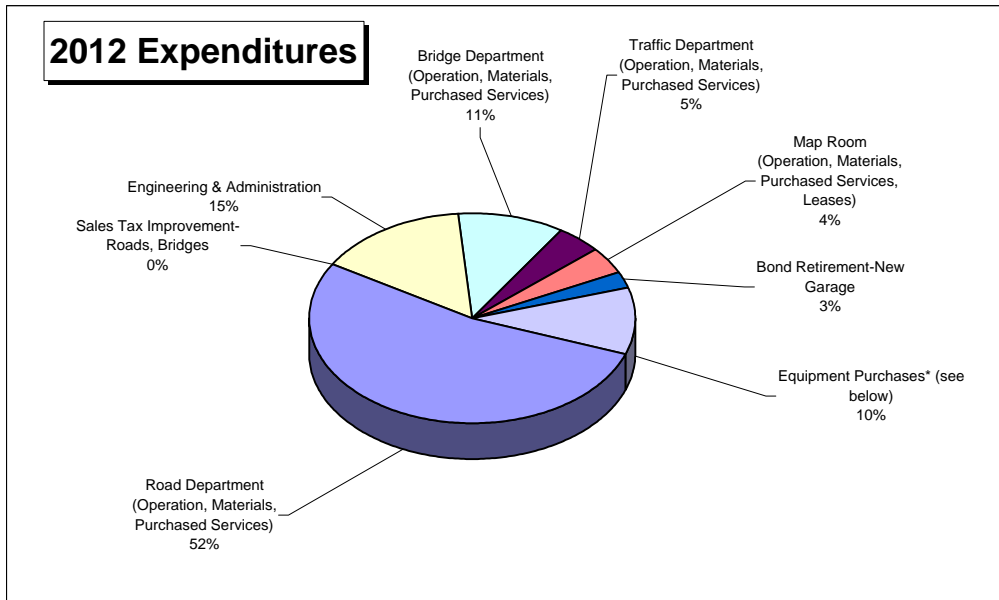
Force account work refers to using the public forces (public employees) to construct public projects. Since the force account limits for projects that we can construct with our own staff were increased in 2003, construction materials have increased by more than 71 percent. We must encourage the state 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.

2012 Revenues		
Sales Tax (Earmarked for Capital Improvement)	32.6%	\$ 2,144,089.09
Auto Registrations	23.8%	\$ 1,565,056.93
Ohio Gas Tax	34.8%	\$ 2,290,681.48
Other (Fines, Sales, Inspections, Interest Income)	4.1%	\$ 267,395.75
ODNR Grant	2.3%	\$ 149,867.34
ODOT	0.8%	\$ 50,000.00
General Fund	0.2%	\$ 12,408.18
CORSA	1.3%	\$ 85,320.47
Weaver Bros., Inc. - Voluntary Contribution	0.1%	\$ 5,000.00
Belle Center Amish Church Community - Voluntary Contribution	0.1%	\$ 4,475.00
Total		\$ 6,574,294.24



2012 Sales Tax	
County Carryover from 2011	\$ 1,739,015.42
Township Carryover from 2011	\$ 297,425.56
Income - County 2012	\$ 1,745,946.78
Income - Township 2012	\$ 398,142.31
Expenditures	
Township Sales Tax Resurfacing Program and Chip/Seal	\$ 364,612.79
County Sales Tax Resurfacing Program (including culverts)	
Microsurfacing CR 10	
Rejuvenating Sealer	
Bridge 80-1.46 Replacement	
Bridge 29-0.72 Replacement	
Bridge 142-5.75 Replacement	
Bridge 174-0.56 Replacement	\$ 3,339,164.91
2012 County Carryover	\$ 301,105.65
2012 Township Carryover	\$ 330,955.08
Total Carryover	\$ 632,060.73

2012 Expenditures		
Road Department (Operation, Materials, Purchased Services)	52.0%	\$2,256,383.22
Sales Tax Improvement-Roads, Bridges	0.0%	
Engineering & Administration	14.5%	\$629,174.59
Bridge Department (Operation, Materials, Purchased Services)	10.4%	\$451,238.91
Traffic Department (Operation, Materials, Purchased Services)	4.5%	\$ 194,207.54
Map Room (Operation, Materials, Purchased Services, Leases)	3.9%	\$168,151.00
Bond Retirement-New Garage	2.6%	\$ 113,658.18
Equipment Purchases* (see below)	10.0%	\$ 434,466.41
Capital Improvements	2.1%	\$ 89,659.50
Total		\$ 4,336,939.35



*Major Equipment Purchased in 2012	
Digital Voice Recorder	\$92.21
Router and Hard Drive	\$ 240.72
Panasonic Toughbook Laptop- Mechanics	\$ 449.41
IGAGE Mapping	\$ 3,250.00
Desk Top Processor and Mother Board	\$ 689.58
GL512 Laser Level	\$ 2,224.00
Hydraulic System from Kalida	\$ 24,540.00
Galvanized Dump Body and Sander	\$ 12,005.00
New Truck Radio	\$ 223.00
Stihl Concrete Saw	\$ 700.00
Ford F550 Cab and Chassis for Sign Department	\$ 31,128.50
RLH4C Laser Level	\$ 950.00
Snapper Push Mower	\$ 259.00
John Deere Mower Tractors (2)	\$ 105,633.00
Sign Truck Body	\$ 45,000.00
CAT Wheel Loader	\$ 150,845.00
Hamm Vibratory Roller- Used	\$ 15,200.00
CAT Rubber Tire Roller- Used	\$ 40,000.00
Stihl Gas Powered Drill	\$ 473.45
Stihl Chainsaws	\$ 440.34
Computer Base Mount for Sign Truck	\$ 113.20
Total	\$ 434,456.41

2012 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 2012, working ahead for the 2013 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 2012 Expenses				
	Labor	Amortized Equipment	Materials and Contractor Work	Total
Mowing	\$ 69,030.65	\$ 79,484.42	\$ -	\$ 148,515.07
Roadside Spraying	\$ 3,822.00	\$ 1,577.19	\$ 8,862.52	\$ 14,261.71
Hand Patching	\$ 4,360.29	\$ 1,182.81	\$ 768.77	\$ 6,311.87
Durapatching	\$ 12,920.12	\$ 16,310.75	\$ 8,556.16	\$ 37,787.03
Crack Sealing	\$ 35,336.85	\$ 2,194.50	\$ 30,423.75	\$ 67,955.10
Tree & Brush Removal	\$ 54,347.95	\$ 33,471.24	\$ 668.96	\$ 88,488.15
Culvert Repair & Replacement (not related to resurfacing)	\$ 16,526.39	\$ 10,185.54	\$ 8,993.43	\$ 35,705.36
Sign Repair	\$ 3,182.18	\$ 685.14	\$ 2,477.44	\$ 6,344.76
Sign Repair (Vandalism)	\$ 3,441.93	\$ 947.31	\$ 4,015.85	\$ 8,405.09
Sign Replacement	\$ 8,996.85	\$ 2,243.40	\$ 31,119.90	\$ 42,360.15
Snow and Ice Control	\$ 88,483.03	\$ 90,579.94	\$ 185,949.87	\$ 365,012.84

2012 County Paving Program Completed			
ROAD #	Begins	Ends	Total Cost
50	CR 12	SR 292	\$ 219,878.95
265	SR 274	CR 12	\$ 7,313.86
20	CR 12	Logan/Union Co. Line	\$ 523,453.52
26	SR 292	Logan/Union Co. Line	\$ 406,133.98
118	CR 20	CR 5	\$ 112,876.61
142	N. C/L West Mansfield	CR 26	\$ 229,538.88
97 and 97A	CR 96	SR 273	\$ 163,531.78
48	CR 12	Logan/Union Co. Line	\$ 304,658.78
12	CR 50 (resume)	SR 292	\$ 430,680.81
5	N. C/L Rushsylvania	Logan/Hardin Co. Line	\$ 556,513.81
10	W. P/L House # 3193	Link	\$ 56,320.01
Grand Total			\$ 3,010,900.99

2012 County Chip and Seal Program Completed

Road	Begins	Ends	Labor	Equipment	Materials	Total
113	CR 101 & CR 111	SR 638 Enter	\$ 4,333.51	\$ 2,942.47	\$ 13,182.32	\$ 20,458.30
113	SR 638 Leave	US 68				
88	CR 17	TR 86	\$ 4,552.37	\$ 3,103.27	\$ 39,088.97	\$ 46,744.61
88	TR 86	CR 90				
88	CR 90	US 33				
90	CR 88	TR 89	\$ 2,059.75	\$ 1,492.73	\$ 11,538.00	\$ 15,090.48
90	TR 89	Auglaize Co. Line				
87	CR 17 Logan-Auglaize Co. Line	TR 86 South	\$ 3,493.02	\$ 2,405.04	\$ 35,353.32	\$ 41,251.38
87	TR 86 South	TR 86 North				
87	TR 86 North	TR 84 South				
87	TR 84 South	TR 83 South				
87	TR 83 South	CR 275				
171	SR 245	TR 166	\$ 4,626.50	\$ 3,193.15	\$ 30,731.21	\$ 38,550.86
171	TR 166	TR 169 South				
171	TR 169 South	TR 169 North				
171	TR 169 North	CR 28				
28	CR 29 Pickrelltown	CR 291	\$ 2,991.25	\$ 1,941.55	\$ 21,706.31	\$ 26,639.11
28	CR 291	US 33				
24	North Corp. Line DeGraff	TR 43 East	\$ 7,024.51	\$ 4,908.43	\$ 62,642.13	\$ 74,575.07
24	TR 43 East	SR 47 Logansville				
24	SR 47 Logansville	CR 21 West TR 21 East				
24	CR 21 West TR 21 East	TR 207 East				
24	TR 207 East	TR 207 West				
24	TR 207 West	SR 235				
39	TR 100	CR 259 New Richland	\$ 5,775.95	\$ 4,213.82	\$ 40,135.30	\$ 50,125.07
39	CR 259 New Richland	South Corp. Line Belle Center				
153	Zanesfield ECL	SR 292 (suspend)				
153	CR 291 / CR 28 (resume)	TR 147	\$ 8,286.07	\$ 7,953.59	\$ 74,597.73	\$ 90,837.39
153	TR 147	TR 145				
153	TR 145	CR 146				
153	CR 146	SR 287				
58	Logan-Shelby Co. Line	CR 23 South TR 23 North	\$ 2,982.00	\$ 2,103.75	\$ 19,617.99	\$ 24,703.74
58	CR 23 South TR 23 North	CR 34				
58	CR 34	TR 35 North				
58	TR 35 North	CR 21				
58	CR 21	TR 207				
59	Logan-Shelby Co. Line	TR 23 South	\$ 1,371.29	\$ 1,013.00	\$ 14,918.50	\$ 17,302.79
59	TR 23 South	TR 23 North				
59	TR 23 North	TR 34 North				
59	TR 34 North	CR 34 South				
59	CR 34 South	CR 35 North				
59	CR 35 North	TR 35 South				
59	TR 35 South	TR 53 North				
59	TR 53 North	CR 21				
60	Logan-Shelby Co. Line	TR 23	\$ 2,631.09	\$ 1,992.24	\$ 21,985.95	\$ 26,609.28
60	TR 23	TR 34 South				
60	TR 34 South	CR 35				
60	CR 35	TR 53 North				
60	TR 53 North	TR 53 South				
60	TR 53 South	CR 21 Bloomcenter				
60	CR 21 Bloomcenter	TR 79 South				
60	TR 79 South	CR 54 End				
Total Chip & Seal Program						\$ 472,888.08

2013 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, 2013, the proposed resurfacing and chip-seal programs for the County are as follows:

2013 Proposed County Resurfacing Program					
Road #	Begins	Ends	Road #	Begins	Ends
12	SR 292 & CR 8	SR 47	17	Auglaize Co. Idle Road	CR 88 East End Logan Co.
13	SR 235 Leave (resume)	CR 130	47	SR 245	CR 29 End
44	TR 160 Southeast	CR 277	144	Halfway Point from CR 152	SR 287
158	SR 559	SR 287	5	SR 47 E. & TR 273 W. resume	CR 50 East
57	CR 130	US 33			

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

2013 PROPOSED COUNTY CHIP SEAL PROGRAM					
Road #	Begins	Ends	Road #	Begins	Ends
38	CR 254 West (resume)	SR 117	11	CR 31 South TR 31 North	TR 46
96	CR 38 South TR 38 North	SR 117	11	TR 46	TR 201 South
96	SR 117	Penn Central RR	11	TR 201 South	TR 198 South
96	Penn Central RR	CR 97 New Richland	11	TR 198 South	TR 204 South
91	TR 46 North	TR 46 South	11	TR 204 South	TR 32
91	TR 46 South	Penn Central RR	105	CR 39 New Richland	CR 49
91	Penn Central RR	CR 130 End	105	CR 49	Entrance Northwood Stone
255	SR 235	SR 235	105	Entrance Northwood Stone	CR 106 Northwood
65	Logan-Champaign Co. Line	TR 295 East	259	CR 97 New Richland	CR 39 New Richland
65	TR 295 East	TR 295 West	9	SR 47	SR 47 (suspend)
65	TR 295 West	SR 508-South Corp. DeGraff	9	SR 47 (resume)	TR 219 West
66	Logan-Champaign Co. Line	TR 295 East	9	TR 219 West	TR 57
66	TR 295 East	TR 71 East	9	TR 57	TR 57
66	TR 71 East	East Corp. Line Quincy	9	CR 25	TR 223 East
1	SR 245 SR 287	CR 47	9	TR 223 East	CR 118 East
1	CR 47	CR 5	9	CR 118 East	Penn Central RR
1	CR 5	TR 30	9	Penn Central RR	South Corp. Line Rushsylvania
1	TR 30	TR 190	21	CR 24 Pleasant Twp.	CR 77 West
1	TR 190	TR 55	21	CR 77 West	TR 78 West
1	TR 55	TR 199	21	TR 78 West	CR 58
1	TR 199	CR 29	21	CR 58	CR 59 West TR 59 East
1	CR 29	Dorothy Lane Right	21	CR 60 Bloomcenter	TR 80
1	Dorothy Lane Right	TR 181 East	21	TR 80	SR 274
1	TR 181	Bellefontaine Corp. Change (City)			

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

2012 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.

Township Road 80-1.46 (Bloomfield 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
Township Road 45-1.01 (Miami Twp.) Clean and Paint Beams
County Road 11-6.69 (Harrison Twp.) Clean and Paint Beams

2013 TENTATIVE BRIDGE PROGRAM

In the 2001 renewal of the sales tax for roads and bridges, the priority was based on condition. Therefore, the 2013 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, 2013, the proposed Bridge Program is as follows:

County Road 43-2.85 (Union Twp.) Bridge Replacement
Township Road 56-2.99 (Harrison Twp.) Concrete Slab Rehabilitation
County Road 105-0.80 (Richland Twp.) Bridge Replacement
County Road 65-1.85 (Miami Twp.) Bridge Replacement
Township Road 51-4.82 (Rushcreek Twp.) Bridge Replacement
County Road 5-19.44 (Rushcreek Twp.) Bridge Replacement
County Road 24-4.58 (Washington Twp.) Superstructure Replacement
Township Road 178-0.46 (Monroe Twp.) Paint Steel Beams
Township Road 178-0.46 (Monroe Twp.) Paint Steel Beams
Township Road 109-0.05 (McArthur Twp.) Repair Beam Ends

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 6,568. 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 2012, the Map Room Staff checked legal descriptions on 2,193 real estate documents. Two hundred seventy of these recorded documents were Affidavits. There were 100 Certificates of Transfer, 1,703 deeds, 55 easements and 65 land contracts. Additionally, 3 condominium plats and declarations were approved and recorded along with one highway and two annexation plats. New property splits totaled 116 for the year with 87 documents being new surveys.

Surveyors submitted 318 new legal descriptions that were reviewed, approved, scanned and filed by the Map Room personnel. In addition, 20 new house numbers were established in 2012.

The records of the Map Room can be found on the Logan County Engineer's Office website at www.co.logan.oh.us/engineer/index.html.

BUILDING AUTHORITY

Most things remained consistent with last year, new homes were up slightly but all others (additons, accessory buildings, remodels, etc.) were down. Revenue was again higher than expenses. This coming year brings with it the new 2013 Residential Building Code of Ohio (RCO). There are changes that the contractors will need to address in regard to energy conservation which have become more detailed.

Both Expenditures and Revenue were down slightly from 2011 with the largest drop in Revenue coming from Contractor Registration (-30%). On this years report I have moved additional fees into the total column with Permit/Approval fees. I have also deleted expenditure per inspection but still include expenditure per permit.

Revenue			
	2012	2011	% of Change
Permit Revenue	\$ 99,250.00	\$ 94,975.00	4.5%
Contractor Registrations	\$ 13,450.00	\$ 19,200.00	-29.9%
Reinspect Fees	\$ 550.00	\$ 650.00	-15.4%
Application Fees	\$ 9,475.00	\$ 9,800.00	-3.3%
Additional Permit Fees	\$ -	\$ 1,525.00	-100.0%
Miscellaneous	\$ 50.00	\$ 755.00	-93.4%
State Administrative Fee 1%	\$ 1,070.75	\$ 1,010.25	6.0%
Total Revenue *	\$ 123,845.75	\$ 127,915.25	-3.2%

Expenditures			
	2012	2011	% of Change
Total Salaries	\$ 64,719.94	\$ 77,367.78	-16.3%
PERS, W/C & Medicare	\$ 10,006.72	\$ 11,654.62	-14.1%
Supplies	\$ 1,394.16	\$ 384.00	263.1%
Contract Services	\$ 10,179.37	\$ 9,723.03	4.7%
Contract Repair	\$ 3,641.79	\$ 3,914.83	-7.0%
Equipment Lease	\$ 2,791.16	\$ 3,036.73	-8.1%
Continuing Education	\$ 3,349.10	\$ 1,169.32	186.4%
Other Expenses	\$ 244.80	\$ 492.00	-50.2%
State Administrative Fee 1%	\$ 1,070.75	\$ 1,010.25	6.0%
Equipment	\$ 1,663.84	\$ -	100%
Total Expenditures	\$ 99,061.63	\$ 108,752.56	-8.9%

Permits Issued			
	2012	2011	% of Change
Total of New Homes	53	46	15.2%
Total of New Mfg. Homes (piers only)	5	10	-50.0%
Total of "Other" Permits	316	331	-4.5%
Total All New Dwellings	374	56	567.9%
Total Flood Plain Permits	2	5	-60.0%
Total of All Permits	690	387	78.3%

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

Inspections			
	2012	2011	% of Change
Building/Structural	725	678	6.9%
Electrical Inspections	495	503	-1.6%
HVAC Inspections	118	119	-0.8%
Special	1	0	100%
Total Inspections*	1,338	1,300	2.9%

* Includes Re-inspections

Home Valuation			
	2012	2011	% of Change
New Home Valuation	\$ 14,589,647	\$ 12,625,373	15.6%
Total for New Homes	\$ 9,115,950	\$ 8,406,339	8.4%
Total for all Mfg. Homes (piers only)	\$ 107,000	\$ 95,000	12.6%
Total for all "Other" Permits	\$ 5,366,297	\$ 4,218,939	27.2%
Avg. Valuation Per Home	\$ 171,999	\$ 182,746	-5.9%

Averages			
	2012	2011	% of Change
Total Inspection Stops	893	955	-6.5%
Avg Inspections Per Stop	1.5	1.4	7.1%
Avg Revenue Per Permit	\$ 331.00	\$ 326.31	1.4%
Avg Expenditure Per Permit	\$ 265.00	\$ 277.43	-4.5%
Avg Expenditure Per Inspection		\$ 83.66	-100.0%

MOTOR VEHICLE REGISTRATIONS

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

2012 Logan County, Ohio Motor Vehicles Registrations		2011	2010
Type of Registration	# of Units	# of Units	# of Units
Passenger Cars	34,175	33,339	34,061
Motor Homes	319	326	380
Motorcycles	2,658	2,613	2,598
House Vehicles	802	795	859
Mopeds	16	29	17
Non-Commercial Trailers	5,419	5,188	5,105
Non-Commercial Trucks	10,563	10,550	10,982
Farm Truck	372	366	366
Buses	49	50	64
Commercial Trailers	1,770	1,770	1,789
Non IRP Trucks (Intl. Reg. Plan)	1,741	1,759	2,050
IRP Trucks (Intl. Reg. Plan)	126	123	142
Total Vehicle Registrations in 2011	58,010	56,908	58,413

SOURCE: State of Ohio, Bureau of Motor Vehicles

The Office of the Logan County Engineer

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EXECUTIVE SUMMARY

369.550 Miles of County Road

As of 11/30/12

299 Bridges

9 Have Load Reductions Posted

5 Have a Sufficiency Rating Less Than 50%

6,568 Signs

1,661 Culverts

Excellent/Good Condition - 1,459

Fair/Poor/Unknown Condition - 202