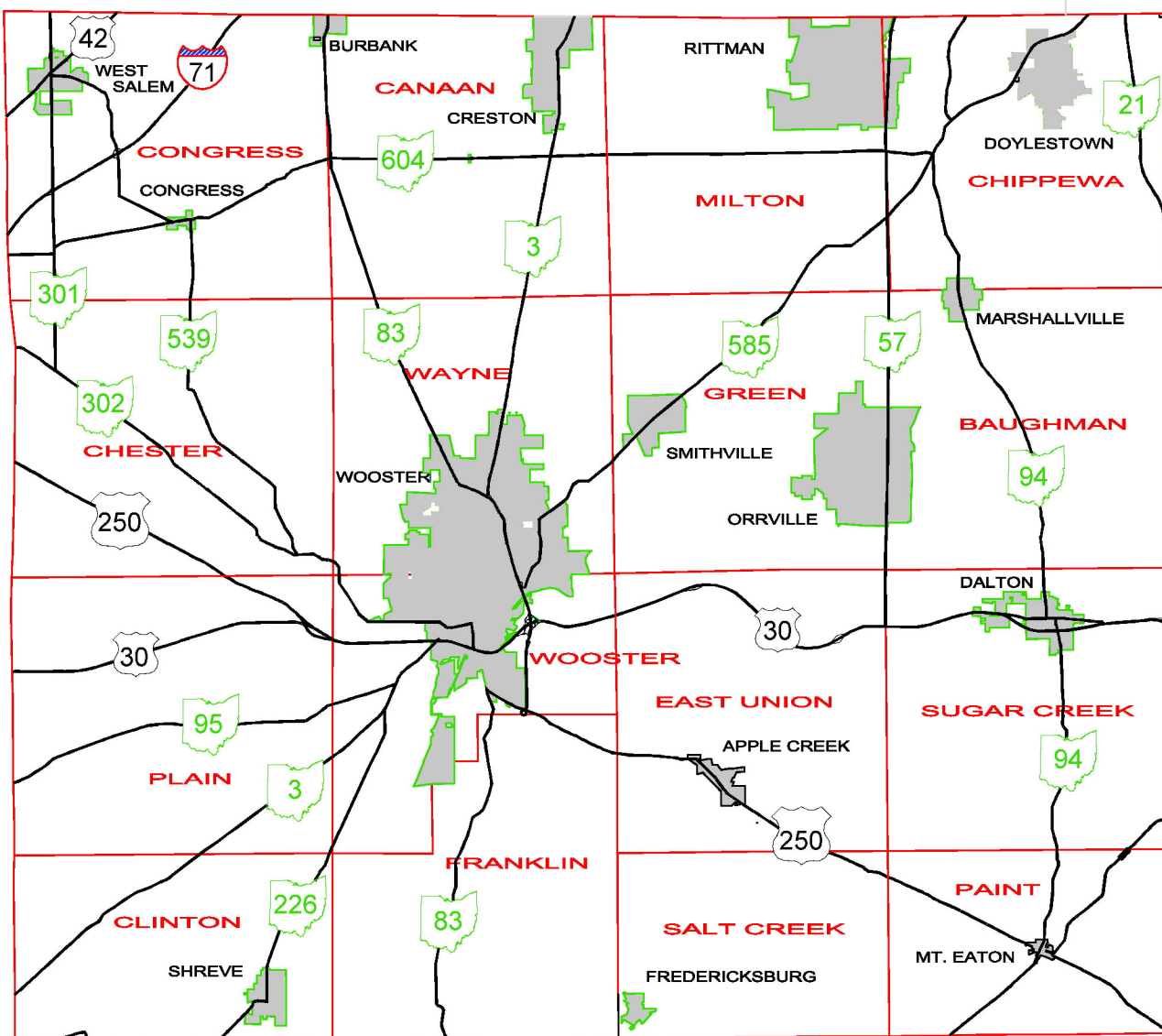




WAYNE COUNTY ENGINEER'S OFFICE

2012 ANNUAL REPORT



ROGER K. TERRILL, P.E., P.S.
WAYNE COUNTY ENGINEER

3151 WEST OLD LINCOLN WAY WOOSTER, OHIO 44691
PHONE: (330) 287-5500 FAX (330) 287-5520
www.wayne-county-engineer.com



WAYNE COUNTY ENGINEER'S OFFICE
ROGER K. TERRILL, P.E., P.S.
WAYNE COUNTY ENGINEER

March 15, 2013

Wayne County Commissioners
428 West Liberty Street
Wooster, Ohio 44691

Honorable Commissioners:

I am proud to present the Wayne County Engineer's 2012 Annual Report, summarizing the activities of the Engineering, Highway Maintenance and Tax Map Departments.

As can be seen on the included chart, receipts have increased moderately from 2002 through 2012. Due to layoffs and attrition, actual total salaries increased less than the increase in receipts from 2002 through 2012, whereas employee benefits increased more than salaries during the same period. Employee benefits also make up approximately one-third of total of salary and employee benefits. Salary and employee benefits make up approximately forty (40) percent of the Engineer's Office total budget. The remaining sixty (60) percent of the budget is made up of materials (gravel, concrete, asphalt, etc.), construction costs (labor, equipment & material for construction of roads & bridges), equipment, fuel, etc. and increased extensively from 2002 through 2012. Materials, construction costs, equipment, fuel, etc. also increased at a rate far greater than receipts for the same period. Please note that gasoline and diesel fuel in 2012 are anticipated to increase to over 250% since 2003.

Construction in 2012 included the replacement of four (7) bridges (four (4) bridges via contract and three (3) via force account). Two (2) of the contracted bridges were replaced with federal funds and two (2) were replaced with OPWC funds. We also replaced four (4) large culverts. Our goal is to replace ten (10) bridges and twelve (12) large culverts annually.

We continue to utilize all available grants in the most efficient manner possible. However, state and federal funding have become much more difficult to obtain. We were not successful in obtaining funding through CDBG.

I want to express my sincere appreciation to my staff for compiling this report and to the Board for their cooperation in helping us achieve our goals. Your comments and suggestions are welcome.

Respectfully submitted,

Roger K. Terrill, P.E., P.S.
Wayne County Engineer

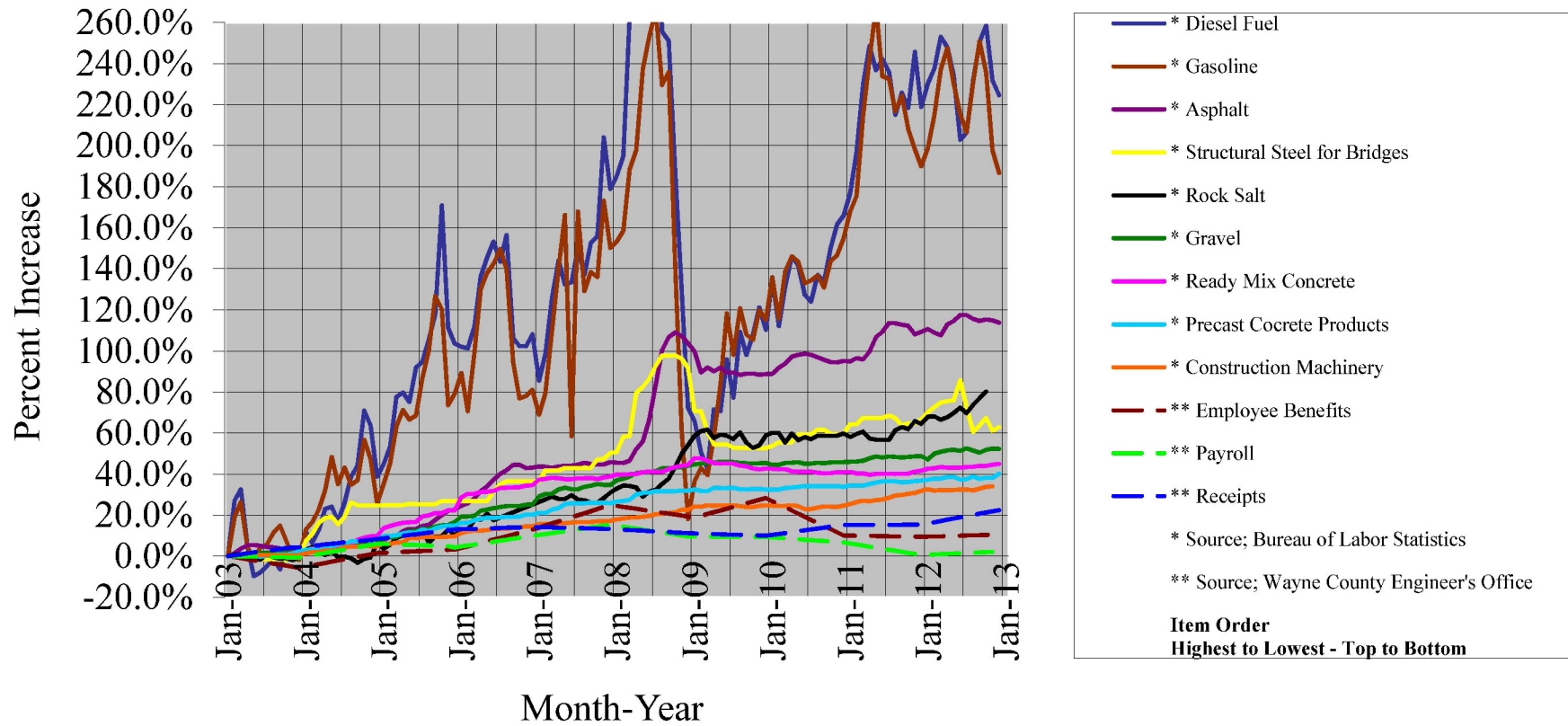
Wayne County Engineer's Office

Major Expenses and Receipts

Percent Increase since 2003

(* <http://data.bls.gov:8080/PDQ/outside.jsp?survey=pc>)

(** www.wayne-county-engineer.com)



COMPRESSED NATURAL GAS (CNG) TRUCK

A 2012 Ford F450 with a compressed natural gas (CNG) conversion package was purchased for \$59,050. The payback for this vehicle is estimated to be 3-5 years. The new truck serves as the Sign Maintenance Truck. It replaced a gasoline-fueled 2002 Ford F450, which had been driven 218,000 miles.

Vehicles that operate on CNG have advantages over their gasoline-fueled counterparts, such as: CNG traditionally costs much less, environmentally harmful emissions are significantly reduced, and engines that run on CNG have less wear and lower overall maintenance costs.





ROADWAY USE, REPAIR, AND MAINTENANCE AGREEMENT (RUMA)

The Wayne County Engineer, Wayne County Prosecutor, and Wayne County Commissioners developed a Roadway Use, Repair, and Maintenance Agreement in 2012. The document was created in anticipation of growth in horizontal drilling into potential Utica shale deposits in Wayne County. This type of drilling operation generates significant truck traffic, which may exceed the capacity of existing public roads. Multiple trips are made by trucks hauling drilling equipment, water, sand, gravel, steel pipe, etc. on designated roads to and from the drill site location. Also, some of the trucks may be overweight and/or oversized. The purpose of the RUMA is to provide for the maintenance and repair of local roads, bridges, culverts, etc. during drilling and well production activities. The agreement remains in effect for a period of two (2) years.



HERSHBERGER 1-H WELL : EAST UNION TOWNSHIP : SECTION 33





TWO-WAY RADIO COMMUNICATIONS UPGRADE

The Federal Communications Commission required public safety agencies to upgrade their two-way radio communications from analog to digital by January 1, 2013. Analog radio signals are replicas of sound waves that can be distorted with noise and the quality of transmission steadily drops over a greater distance. Digital radio signals are easier and more reliable to transmit with fewer errors and a faster rate of transmission when compared to analog. Beginning in 2011, the Wayne County Engineer's Office proceeded to comply with this Federal mandate and completed this task in 2012. All analog two-way communication radios were replaced using digital radios with GPS (Global Positioning System) capability. In addition, a mapping program was implemented for better dispatching and response time of vehicles during emergencies such as: ice/snow storms, wind storm damages, flooding, etc..



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DUTIES OF THE COUNTY ENGINEER

The Engineer has the responsibility of performing for the County all duties authorized or declared by law to be done by a civil engineer or surveyor, and accordingly must hold registration certificates of the State of Ohio as both Professional Engineer and Professional Surveyor.

The Engineer, in cooperation with the County Commissioners, is responsible for all maintenance, repair, widening, resurfacing, reconstruction, and construction of roads and bridges on the county highway system.

The Engineer serves as an advisor to the Township Trustees for the maintenance, repair, widening, resurfacing, and reconstruction of their highways. The bridges on the township highway system are the full responsibility of the County.

The Engineer is also responsible for many bridges within municipalities. These bridges are located on streets which are extensions of county or township roads.

Also, the Engineer must maintain a perpetual inventory of all bridges on the county and township highway system, including an annual inspection and evaluation of the condition and load carrying capacity of each bridge.

The Engineer is the Tax Map Draftsman for the County and at the discretion of the County Commissioners, he may also serve as the Acting Sanitary Engineer and as a member of the County Planning Commission.

OHIO HIGHWAYS AND ROADS

System	Mileage	Maintained By
State Highway	19,256	Ohio Department of Transportation
County Road	28,948	County Engineers
Township Road	41,456	Township Trustees
Municipal Street	31,682	Incorporated Cities & Villages
TOTAL	121,342	

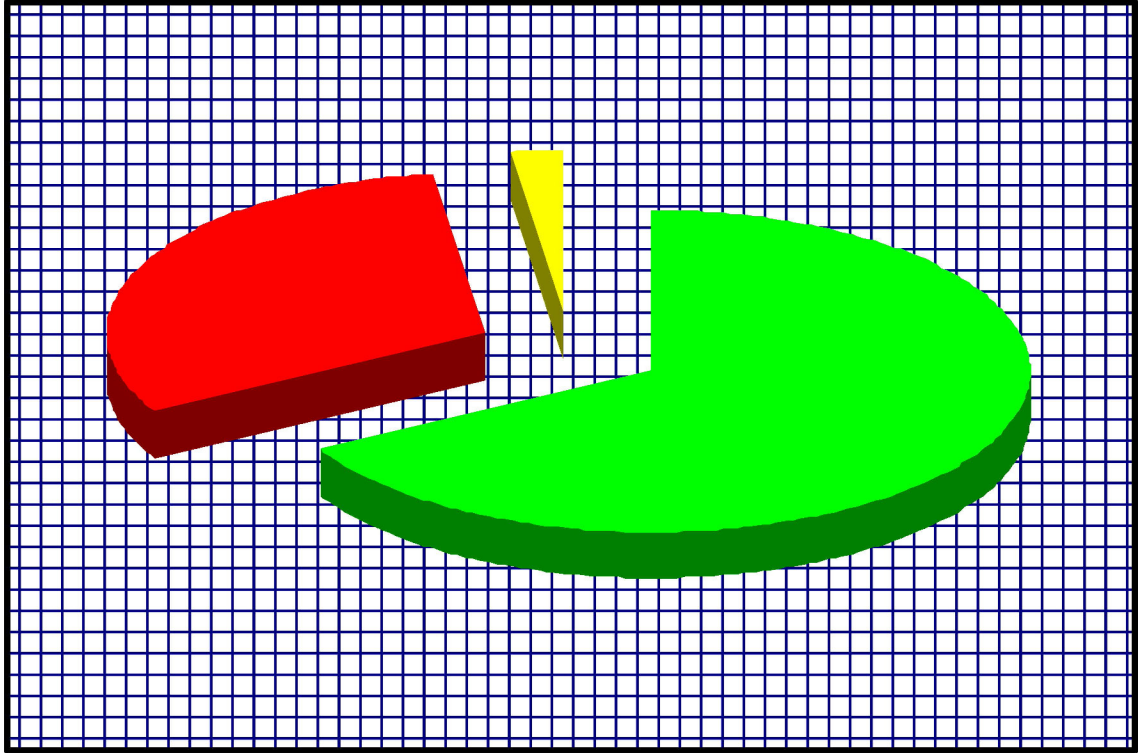
WAYNE COUNTY HIGHWAYS AND ROADS

System	Mileage	Maintained By
State Highway	253	Ohio Department of Transportation
County Road	499	Wayne County Engineer
Township Road	563	Township Trustees
Municipal Street	276	Incorporated Cities & Villages
TOTAL	1,591	

TOWNSHIP ROAD MILEAGE

Baughman -	36.87	Clinton -	26.05	Green -	34.69	Salt Creek -	23.81
Canaan -	26.57	Congress -	36.06	Milton -	33.28	Sugar Creek -	46.98
Chester -	44.79	East Union -	41.92	Paint -	24.30	Wayne -	35.04
Chippewa -	50.72	Franklin -	31.50	Plain -	37.58	Wooster -	33.34

2012 INCOME

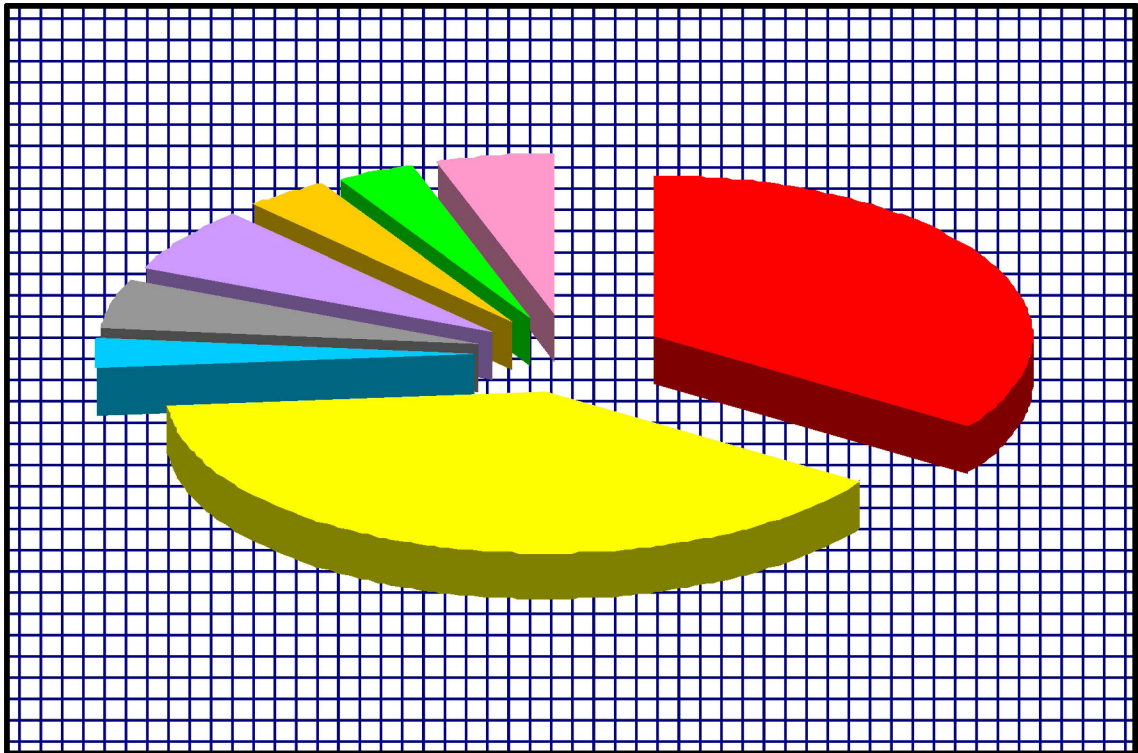


WHERE THE MONEY COMES FROM

	License Fees & Permissive Tax	\$4,875,467	67.0%
	Gasoline Tax	2,231,352	30.7%
	Traffic Fines, Fees, & Misc.	168,448	2.3%
	TOTAL	\$7,275,267	100.0%

REAL ESTATE TAXES ARE NOT USED FOR COUNTY HIGHWAY PURPOSES.

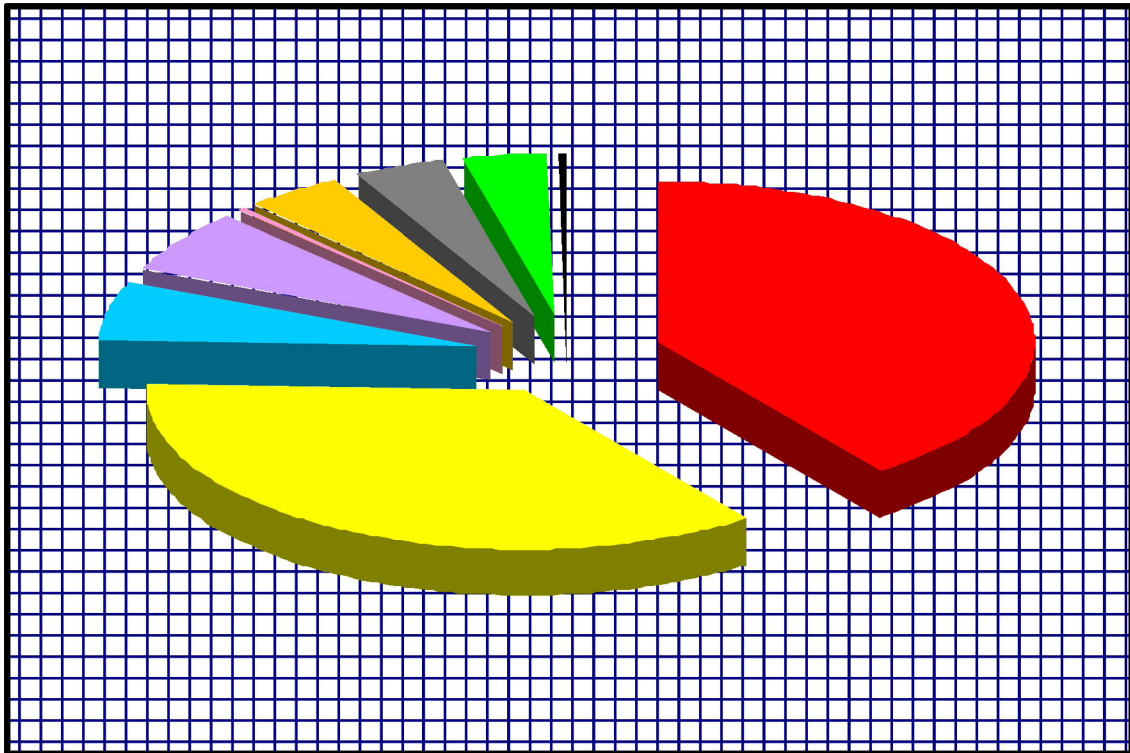
2012 EXPENDITURES



WHERE THE MONEY GOES

	Road Materials & Contracts	\$3,176,289	39.3%
	Labor and Fringes	2,782,412	34.4%
	Repair, Fuel, Etc.	521,169	6.5%
	Equipment	406,128	5.0%
	OPWC Projects	408,052	5.0%
	Contracts (Repairs & Services), Compensation & Damage, Advertising & Printing	283,608	3.5%
	Note Repayment	264,228	3.3%
	Bridge Materials & Contracts	239,661	3.0%
	TOTAL	\$8,081,547	100.0%

2013 PROJECTED APPROPRIATIONS



	Labor and Fringes	\$3,130,693	40.1%
	Road Materials & Contracts	2,780,581	35.6%
	Repair, Fuel, Etc.	500,000	6.4%
	Bridge Materials & Contracts	441,000	5.6%
	Contracts (Repairs & Services), Compensation & Damage, Advertising & Printing	327,500	4.2%
	Equipment	300,200	3.8%
	Note Repayment	285,000	3.7%
	OPWC Projects	26,382	0.3%
	Grants to Townships	21,000	0.3%
	TOTAL	\$7,812,356	100.0%

PERSONNEL

Roger K. Terrill
County Engineer

ADMINISTRATIVE SERVICES DEPARTMENT

Linda Mong (Ret'd. 6-4-12)
Administrative Assistant

Pamela Brown (Eff. 5-21-12)
Administrative Assistant

Cindy Nolt
Account Clerk II

ENGINEERING DEPARTMENT

Larry Conn
Engineering Services Manager

Eric Liew
Deputy Engineer (Bridges)

Bill McDaid (Ret'd. 12-31-12)
Engineering Inspector

Mark Spademan
Deputy Engineer (Subdivisions)

Larry Warner
Engineering Inspector

Jeffrey Sparr
Deputy Engineer (Highways)

Michael Barnhouse
Engineering Technician

Terry Vorhies
Deputy Surveyor

TAX MAP DEPARTMENT

Douglas Green
Tax Map Supervisor

Donald Long
Tax Map Specialist
(Res'd. 12-1-12)

Mike Martin
Tax Map Specialist
(Eff. 12-17-12)

PERSONNEL

Continued

HIGHWAY MAINTENANCE DEPARTMENT

Highway Superintendent

Ben Saurer

Supervisors

Rick Barnes (Dec'd. 6-19-12)

Brett Hughes (Ret'd. 5-19-12)

Bud Weiker

Gale Wilcox

Mike Pritchett (Eff. 8-26-12)

Bill Sprinkle (Eff. 7-1-12)

H i g h w a y W o r k e r s

Keith Badertscher

Paul Schafrath (Ret'd. 9-28-12)

John Baldner

Matt Sigler (Eff. 8-27-12)

Larry Bresson

Brian Spotts

Dale Cutter (Eff. 2-21-12)

Stephen Stewart

Les Durstine

Kevin Troyer

Bob Ewing

Dean Whitman

Jeff Grassman

Patrick Wilson

Kevin Miller

Craig Wuthrich (Eff. 8-27-12)

Patrick Miller

Brock Yoder

David Mowrer

John Yungen

Tom Nolletti

Jeffrey Zerrer

Trevor Ogi

Parts Department

Bob Tenney

Sign Shop

Jeffrey Metcalf

Alan Poulson

HIGHWAY MAINTENANCE REPORT

MAINTENANCE AND CONSTRUCTION

County forces improved the pavement surface on several roads by placing a leveling (or scratch) course of asphalt concrete. The roads in the following table were scratched full-width in 2012.

Road No.	Name	Section	Miles
2	Harrison	H-I*	2.07
6	Friendsville	A-B,C*,E*,F*,G*,H	4.49
48	Pleasant Home	E*	0.31
70	West Salem	E*-F*,H*	0.98
72	Elyria	A*	0.97
80	Jericho	B*,C-D*	3.67
86	Smithville-Western	A-E,G	6.93
95	Coal Bank	D-E, F*-G*	3.66
98	Zuercher	A-B*	1.39
116	Warwick	E*-F*	1.33
139	Heyl	F*	0.13
142	Millborne	A-C	3.20
149	Elyria	L*	0.27
213	Bates	B*-C*	0.20
363	Mt. Hope	B	1.02
Total			30.62

* - Partial Section

- Sections C-E (2.91 Mi.) of C.R. 23 (Back Orrville Road) were resurfaced with a 2" overlay of asphalt concrete in 2012. The project also included the resurfacing of 1.06 mile of T.R. 221 (Fox Lake Road) with a 2" overlay of bituminous cold mix. The total cost of the project was \$369,938. The project was financed by the Ohio Public Works Commission (\$147,975), Wayne County (\$164,555), and Green Township (\$57,407). Northstar Asphalt, Inc. from North Canton, Ohio was the prime contractor.

HIGHWAY MAINTENANCE REPORT

Continued



C.R. 23

- C.R. 3A (Old Columbus Road) and C.R. 95A (Blachleyville Road) were resurfaced with a leveling course in 2012. The total cost of the project was \$188,964. The project was financed with local monies. The Kokosing Construction Company, Inc. from Mansfield, Ohio was the prime contractor.



C.R. 3A

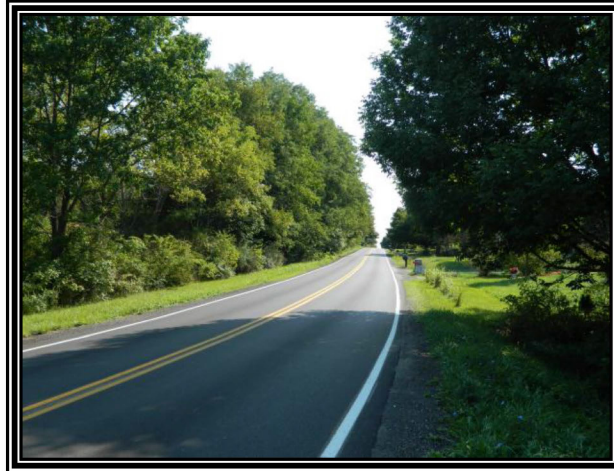


C.R. 95A

- Federal funds provided for improvements to C.R. 150 (Eastern Road) in 2012. The improvement to Eastern Road extended from S.R. 585 (Akron Road) eastward 2.30 miles to Cleveland-Massillon Road in Summit County. The existing pavement was milled and then resurfaced with 3" of asphalt concrete. The contract amount of \$517,704 was awarded to Superior Paving & Materials, Inc. from North Canton, Ohio. Local funds were provided by Wayne County, the City of Barberton, and the City of Norton. ODOT District No. 4 administered the project.

HIGHWAY MAINTENANCE REPORT

Continued



C.R. 150

- A contract was also awarded to Lytle Construction, Inc. from Wooster, Ohio to seal various roads in 2012. The existing pavement of the following roads was sealed with bituminous material and limestone cover aggregate. A fog seal was also applied to C.R. 5A. The total construction cost of the project was \$311,060. Local funds financed the project.

Road No.	Name	Section	Miles
5A	Portage Street	A-C	3.35
30A	East Lincoln Way	J-M	3.64
84	Carr Road	A	1.03
94A	Carr Road	E-G	4.58
207	Smucker Road	A	0.53
502	Smucker Road - Chippewa Road - High Street	A-C	3.80
Total			16.93



C.R. 5A

HIGHWAY MAINTENANCE REPORT

Continued

SNOW AND ICE CONTROL

Heavy equipment available for snow and ice control includes; 28 plow trucks with spreaders and 2 V-plow graders.

	<u>WINTER</u> <u>2009-10</u>	<u>WINTER</u> <u>2010-11</u>	<u>WINTER</u> <u>2011-12</u>
Salt & Cinders (Tons)	10,006	12,182	5,181
Labor	\$184,602	\$202,658	\$78,683
Equipment	191,191	204,272	106,050
Material	<u>200,383</u>	<u>244,033</u>	<u>103,736</u>
Total	\$576,176	\$650,963	\$288,469

WEED AND BRUSH CONTROL

In 2012, guardrail spraying was performed by DeAngelo Brothers, Inc. from Hazleton, Pennsylvania at a total cost of \$15,729. County maintenance crews conducted mowing operations in the summer and performed brush cutting during the winter months.

EQUIPMENT PURCHASES

2012	2013 - Tentative
1 Grader	1 Tandem-Axle Dump Truck
1 Sign Truck (Natural Gas)	1 Mini Excavator
1 Used Paver	1 Trailer

PLANNING AND PROGRAMMING

The roads comprising the maintenance program are selected after an evaluation of the condition of each road. Information for all county roads is available in various electronic files. This information aids in the preparation of the annual highway maintenance program.

The highway inventory consists of approximately 470 road sections. During 2012, all sections were reevaluated.

Permits were issued for the following:

69 Drive Pipes

47 Road Bores

34 Ditch Enclosures

The road bore permits were primarily for public utilities and the oil and gas industry. Drive pipe permits were for private, commercial, and industrial drives. Permits were also issued for 28 oversize or overweight loads.

In addition, the engineering inspectors are often asked to inspect a variety of problems, to determine whether or not the problems are the responsibility of the County, and if so, what measures should be taken to correct the problems.

WAYNE COUNTY ROAD AND BRIDGE FACTS

- 📍 Ranked 4th in the state for county road mileage.
- 📍 Ranked 4th in the state for bridges maintained.
- 📍 Ranked 14th in the state for land area.
- 📍 Ranked 24th in the state for population - 114,520 (2010 Census)

COMPARISON WITH ADJOINING COUNTIES

	Ashland	Holmes	Medina	Stark	Summit	Wayne
Co. Road Mileage	282	249	327	408	183	499
Twp. Road Mileage	405	567	489	1,312	345	563
Bridges, 10' Span or Greater	223	281	290	333	308	489
Land Area (Sq. Mi.)	424	423	422	576	413	555

BRIDGE STATUS

1) INSPECTION, MAINTENANCE, AND CONSTRUCTION RESPONSIBILITY

28 On streets within municipalities (extensions to county or township roads).
237 On county roads.
224 On township roads.
489 Total bridges for inspection.

2) GENERAL DATA FOR COUNTY INSPECTED BRIDGES

122 Too narrow (less than 20').
46 Posted load limits.
47 Structurally deficient.
123 Functionally obsolete.

3) OTHER 2012 BRIDGE FACTS

Average age for 438 bridges with a recorded year built is 42.4 years - useful life is considered to be 50 years. For the other 51 bridges, the year built is unknown.

Average overall bridge length is 39.8 feet.

Maintain 3.25 miles of bridge deck.

Note: The information shown above is for bridges having a span of 10' or greater.

BRIDGE REPORT

The Wayne County Engineer is responsible for inspection, maintenance, and construction of 489 bridges on county and township roads, and extensions of those roads through municipalities.

INSPECTION

Annual inspections for 489 bridges are performed in accordance with the latest Ohio Department of Transportation "Bridge Inspection Manual." Some bridges are inspected and monitored more frequently because of known deficiencies.

LOAD RATINGS

To be in compliance with the National Bridge Inspection Standards; the Federal Highway Administration (FHWA) requires ratings on all structures with a span greater than 20'. The load rating is performed for the safety of the traveling public. The carrying-capacity of all bridges in the State of Ohio are rated using a standard set of vehicles, called "Ohio Legal Loads". Ratings for 48 bridges were submitted to ODOT in 2012. The ratings performed resulted in the posting of load limits on 3 bridges (formerly not posted) and the posting of revised limits on 2 bridges.

MAINTENANCE

Maintenance work by county forces was performed on 11 bridges in 2012. Repairs ranged from patching decks to replacing damaged guardrail.

BRIDGE REPORT

Continued

CONSTRUCTION

Five (5) bridges were replaced and 1 bridge was rehabilitated in 2012.

Considering the average life expectancy is 50 years for the typical bridge, we should be replacing more than 10 bridges per year. An average of 6.8 bridges per year has been replaced over the past 10 years.

THE FOLLOWING BRIDGES WERE REPLACED IN 2012:

- BAU 119-4.47 on Burkhart Road in Baughman Township. Age unknown, 16' span, 17.0' wide, single span steel beam bridge was replaced with a 10' span x 5' rise x 60' length precast reinforced concrete box culvert. R. W. Robinson, Inc. dba Terra Valley Excavating from Bellville, Ohio was the prime contractor. Funds from the Ohio Public Works Commission and local monies financed the project at a cost of \$189,192.
- CHI 402-0.41 on Worth Road in Chippewa Township. Age 62 years, 21' span, 14.0' wide, single span steel beam bridge was replaced with an 18' span x 7' rise x 40' length precast reinforced concrete box culvert. Lockhart Concrete Co. from Akron, Ohio was the prime contractor. Federal and local monies financed the project at a cost of \$183,867.
- PLA 34-1.13 on Kister Road in Plain Township. Age 76 years, 38' span, 20.0' wide, single span concrete slab bridge was replaced with a 55' span, 24.0' wide, continuous concrete slab bridge. V. O. Menuet & Son, Inc. from Millersburg, Ohio was the prime contractor. Federal and local monies financed the project at a cost of \$397,308.
- SAL 340-0.34 on Frease Road in Salt Creek Township. Age unknown, 13' span, 16.2' wide, single span concrete slab bridge was replaced with a 10' span x 5' rise x 40' length precast reinforced concrete box culvert. Replacement work was completed by county forces. Local monies financed the project.
- WAY 54-3.73 on Honeytown Road in Wayne Township. Age 89 years, 14' span, 22.5' wide, single span concrete slab bridge was replaced with a 5' span x 4' rise x 37' length precast reinforced concrete box culvert. Replacement work was completed by county forces. Local monies financed the project.

BRIDGE REPORT

Continued

THE FOLLOWING BRIDGE WAS REHABILITATED IN 2012:

MIL 70-5.40 on Sunset Drive inside the City of Rittman corporation limits. Removal of existing prestressed concrete box beam members. Minor repair work to existing abutments and new prestressed concrete box beam members installed. Project also included minor approach roadway improvements. J & J Schlaegel, Inc. from Urbana, Ohio was the prime contractor. The Ohio Public Works Commission, Wayne County and the City of Rittman (roadway approach work only) financed the project. Final costs are pending. The original contract amount was \$234,514.



BEFORE

BURKHART ROAD
BRIDGE REPLACEMENT (BAU 119-4.47)

AFTER





BEFORE

WORTH ROAD
BRIDGE REPLACEMENT (CHI 402-0.41)

AFTER

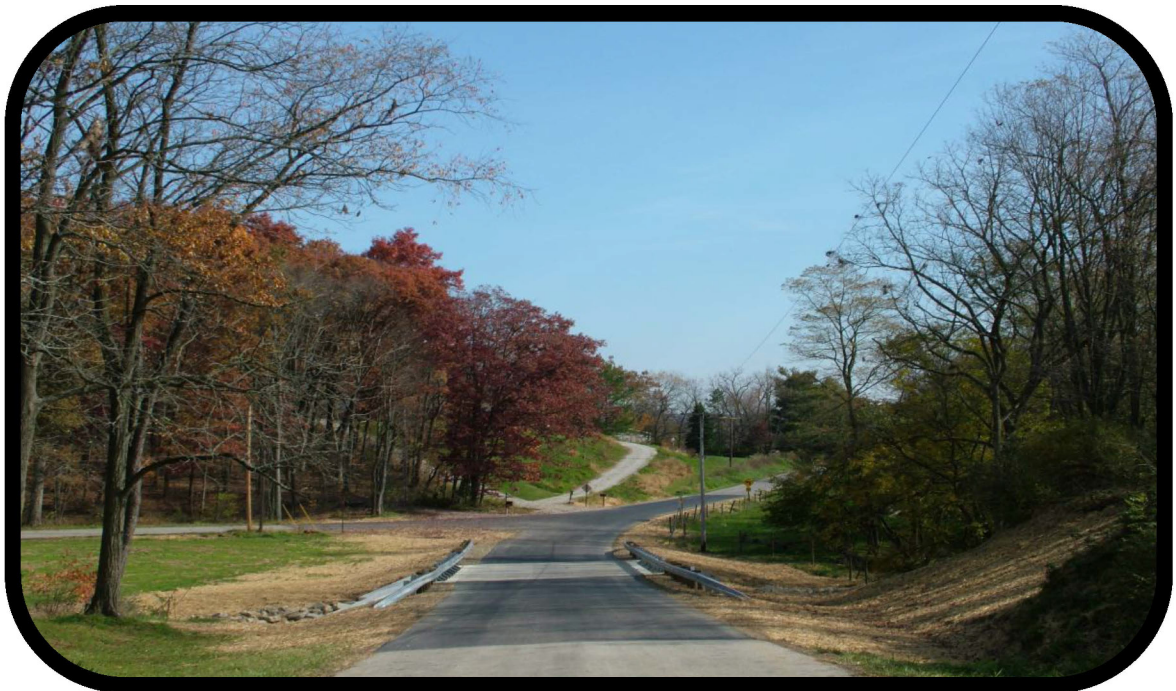




BEFORE

KISTER ROAD
BRIDGE REPLACEMENT (PLA 34-1.13)

AFTER





BEFORE

FREASE ROAD
BRIDGE REPLACEMENT (SAL 340-0.34)

AFTER





BEFORE

HONEYTOWN ROAD
BRIDGE REPLACEMENT (WAY 54-3.73)

AFTER





BEFORE

SUNSET DRIVE
BRIDGE REHABILITATION (MIL 70-5.40)

AFTER



TRAFFIC CONTROL

The primary responsibility of our traffic control staff is the inspection and maintenance of over 8,500 road signs along nearly 500 miles of county roads and at narrow and load-limited bridges on township roads. In May 2012, the Federal Highway Administration (FHWA) relaxed its 2009 mandate that all warning, speed limit and stop or yield signs meet higher retro-reflectivity standards by 2015 and that all road name signs do the same by 2018. Instead, FHWA now expects road departments to achieve compliance as their resources allow, requiring only that agencies like ours exclusively use the brighter signs when doing new installations or when replacing existing signs which have been stolen, vandalized, or damaged by traffic crashes or weather conditions. Nevertheless, the Wayne County Engineer's Office anticipates achieving substantial compliance with the applicable standards for most of our regulatory and warning signs by the summer of 2013 and for our road name signs by 2018.

Wayne County has responsibility for traffic signals and flashers on Back Orrville Road, Canal Road, East Lincoln Way, and Smithville-Western Road. In 2012, McClintock Electric, who services these lights as needed, billed us for repairs totaling \$1,887.

Due to budgetary limitations, Wayne County again had a reduced longitudinal pavement marking program in 2012. Markings included; 216 miles of center lines and 169 miles of edge lines. Aero-Mark, Inc. of Streetsboro, Ohio, performed this work at a total cost of \$165,766. In addition, the county's 2012 paving and sealing contractors repainted 20 miles of center lines and 42 miles of edge lines.

The auxiliary pavement marking program for 2012 included the painting of 49 railroad crossing symbols, 23 "SCHOOL" words on the pavement, 50 feet of crosswalk lines, 48 stop bars at intersections, and special lane markings on East Lincoln Way (C.R. 30A). The work was done by Timco Pavement Striping of Wooster, Ohio, who also provided temporary lane markings following scratch paving operations by our force account crew. Timco's charge for this work was \$13,510.

Finally, upon performing a traffic safety analysis and conferring with ODOT District Three, Wayne County installed its first LED-enhanced, solar-powered stop signs at the intersection of C.R. 2 (Harrison Road) and C.R. 52 (Kidron Road) in November 2012. These signs have proven effective at state route intersections in reducing crashes due to inattentive drivers.

SUBDIVISIONS

Construction of public improvements in the following subdivision was inspected by personnel of the Wayne County Engineer's Office in 2012:

Jackson Heights Allotment: Wooster Township

Reflecting the continuing downturn in the rural residential housing market, no new public streets were accepted by the Board of Wayne County Commissioners in 2012.

TAX MAP DEPARTMENT

The primary function of this department is the retention and maintenance of historical tax maps, surveys, and railroad and highway right-of-way maps for public viewing and research, and to provide a current set of tax maps to the County Auditor for taxation purposes. Every parcel of land in Wayne County is mapped and kept current with each landowner. These maps are available for viewing in the front office or on the department's website at map.wayneohio.org. Tax maps of past years dated from 1929 forward are retained in a reference library and are available for viewing.

All deeds are processed through this office and recorded on the appropriate map. Some of the instruments that the Tax Map Department is required to review and approve are as follows: warranty deeds, quit claim deeds, executor's deeds, certificate of transfers, deeds of trustees, transfer on death affidavits, land contracts, sheriff's deeds, etc..

In 2012, there were approximately 59,396 tax parcels in Wayne County. There were 3,733 conveyances processed through this department during the year.

The Tax Map Department also administers the continuation of the county house numbering system. Numbers are assigned to new and existing building sites, cell tower sites, etc. that require an address. The new numbers are registered on a separate set of maps and index cards. New addresses are submitted to area post offices.

TAX MAP DEPARTMENT

Continued

For many years, surveyors have been required to submit their survey plats for review and entry into the land records. There are approximately 33,189 surveys dating back to 1815. These surveys include approximately 3,944 plats of allotments, subdivisions, and annexations. In 2012, this department reviewed and processed 189 survey plats.

This office prepares and maintains numerous volumes of other related maps, plats and drawings that form a part of the county mapping system. The office personnel deserve credit for performing the diversified duties that are required in serving the public and maintaining an efficient and well managed Tax Map Department.

RIGHT-OF-WAY

The Right-of-Way Section of the Engineering Department is responsible for maintaining the right-of-way records for county and township roads and drainage systems within the county.

The main duty of this office is the acquisition of additional right-of-way required for road and bridge improvements. The work involves preparation of documents which include easements, work agreements and rights-of-entry for specific purposes on privately owned lands. Negotiations with property owners are of vital importance in the acquisition process.

Road right-of-way information is available at this office, which is used extensively by local governments, private and public utility companies, engineering and surveying practitioners, the highway maintenance department, and the general public.

The office also establishes existing and proposed right-of-way limits on various roads for public improvements and reviews annexations for accuracy for the Board of Wayne County Commissioners.

Work will be required in 2013 on several projects that are now in the design stage along with other 2013 projects that will develop within the year.

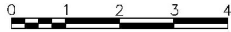
SURVEYING

The primary function of the Surveying Section is to perform field surveys for engineering of public improvements consisting of: roads, bridges, culverts, and drainage. Surveying data collected in the field is downloaded in the office and a base map is created to facilitate the design of various projects by department engineers. After the projects are designed, the surveying section sets horizontal and vertical control monuments in the field for construction.

The office also maintains an inventory of monuments that mark the original land divisions of the county and also has a record of *Global Positioning Monuments (GPS)* that were established throughout the county in 2000. The *GPS* monuments (approximately 200) have very precise horizontal and vertical positions relative to the earth. These monuments were utilized in the creation of Wayne County's current *Geographical Information System (GIS)*.



Scale in Miles



BRIDGE REPLACEMENT



BRIDGE REHABILITATION



** ROAD RESURFACING



** ROAD SEALING

** BY CONTRACT

WAYNE COUNTY, OHIO

STATE ROUTES

COUNTY ROADS

TOWNSHIP ROADS

