

TUSCARAWAS COUNTY
ROAD AND BRIDGE DEPARTMENT

2009 ANNUAL REPORT
MARCH 2010

Joseph S. Bachman, PE, PS
County Engineer
832 Front Avenue, SW
New Philadelphia, Ohio 44663

PURPOSE

The purpose of this annual report is to advise the County Commissioners on the condition of the county roads, bridges, and culverts and to estimate the funds needed for maintenance and construction of new roads, bridges, or culverts. This report is written to satisfy the requirements of Ohio Revised Code, Section 5543.02.

INTRODUCTION

The County Engineer, in cooperation with the County Commissioners, is responsible for all maintenance, repair, widening, resurfacing and reconstruction of roads, bridges, and related items on the county highway system. The Engineer serves as an advisor to the Township Trustees for the maintenance, repair, widening, resurfacing, and reconstruction of township highways.

The bridges on the township road system are the full responsibility of the County. The Engineer is also responsible for several bridges within municipalities. The Engineer must maintain a perpetual inventory of all these bridges, including an annual inspection and evaluation of the condition and load capacity of each bridge.

The Tuscarawas County Engineer's Department is responsible for 467.15 miles of roadway, which is the seventh highest mileage of all 88 counties in the state. In addition, the Department has maintenance responsibility for approximately 274 bridges (spans ranging from 10' to 405'), 148 large culverts (diameters 48" and above), 2950 small culverts (diameters 12" to 48"), approximately 304,000 feet of guardrail, and numerous related items. We also annually inspect approximately 30 bridges owned by local cities and villages as a courtesy to these municipalities.

Tuscarawas County, due to its relatively large area (555 square miles), has a considerably higher road mileage than the average county in the State of Ohio. This is illustrated below:

System	Statewide Mileage	Average County	Tuscarawas County
State Highway	19,291*	219*	214*
County Highway	29,088	331	467
Township Road	41,194	468	607
TOTAL	89,573	1018	1288

*These State figures include State routes through Cities and Villages, which may have shared maintenance responsibilities.

2009 INCOME

Actual 2009 income to the Tuscarawas County Road and Bridge Department, excluding grants, was \$5,145,904. This income is compared to previous years' income as follows:

Items	1989 Receipts	1990 Receipts	1991 Receipts	1992 Receipts	1993 Receipts	1994 Receipts
Gasoline Tax	891,344	1,005,044	1,066,408	1,119,375	1,157,378	1,239,660
License Fees	2,170,820	2,043,446	2,049,763	2,057,749	2,227,641	2,315,898
Fines	23,075	22,899	21,785	23,916	20,961	23,033
Permits/Misc.	73,730	63,067	5,592	3,628	4,366	4,366
ACTUAL INCOME	3,158,969	3,134,456	3,143,548	3,204,668	3,410,346	3,582,957
Non-Rev. Reimb.	52,085	116,572	318,675	170,100	143,849	193,118
GROSS TOTAL	3,211,054	3,251,028	3,462,223	3,374,768	3,554,195	3,776,075

Items	1995 Receipts	1996 Receipts	1997 Receipts	1998 Receipts	1999 Receipts	2000 Receipts
Gasoline Tax	1,264,522	1,283,138	1,313,675	1,348,239	1,390,485	1,378,130
License Fees	2,369,397	2,432,917	2,507,775	2,604,577	2,729,596	2,739,791
Fines	20,151	34,001	54,483	77,422	67,397	90,708
Permits/Misc.	19,340	7,068	47,822	40,401	45,904	46,225
ACTUAL INCOME	3,673,410	3,757,124	3,923,755	4,070,639	4,233,382	4,254,854
Non-Rev. Reimb.	191,173	231,770	226,329	347,020	274,705	243,819
GROSS TOTAL	3,864,583	3,988,894	4,150,084	4,417,659	4,508,087	4,498,673

Items	2001 Receipts	2002 Receipts	2003 Receipts	2004 Receipts	2005 Receipts	2006 Receipts
Gasoline Tax	1,385,531	1,387,402	1,524,662	1,867,716	2,098,616	2,322,445
License Fees	2,734,338	2,763,157	2,823,399	2,788,585	2,765,849	2,833,358
Fines	81,076	85,846	83,476	78,189	107,846	170,924
Permits/Misc.	65,736	80,114	20,748	51,346	38,675	45,968
Interest	295,269	24,104	10,659	7764	29,188	61,677
ACTUAL INCOME	4,561,950	4,340,623	4,462,944	4,793,600	5,040,174	5,432,116
Non-Rev. Reimb.	345,130	945,232	237,818	716,904	1,485,242	703,125
GROSS TOTAL	4,908,080	5,285,855	4,700,763	5,510,504	6,525,416	6,137,496

Items	2007 Receipts	2008 Receipts	2009 Receipts
Gasoline Tax	2,396,839	2,415,819	2,33,1703
License Fees	2,830,651	2,754,749	2,637,699
Fines	155,951	116,840	104,423
Permits/Misc.	81,739	68,247	70,322
Interest	71,997	20,083	1,757
ACTUAL INCOME	5,537,177	5,375,738	5,145,904
Non-Rev. Reimb.	354,698	218,669	229,397
GROSS TOTAL	5,891,875	5,594,407	5,375,301

The ACTUAL INCOME to the department, which is the money that we can count on year after year to perform our maintenance and construction activities, decreased in 2009 by 4.5% to \$5,145,904. This figure does not include "Non-Revenue Reimbursement" which is the repayment for materials sold to other entities, and work done for other entities. Increase in costs due to inflation in the overall construction industry for 2009, as measured by the Construction Cost Index, was 1.1%.

The increase in income is compared to the rate of inflation as follows:

	<u>1989-90</u>	<u>1990-1</u>	<u>1991-2</u>	<u>1992-3</u>	<u>1993-4</u>	<u>1994-5</u>
	<u>change</u>	<u>change</u>	<u>change</u>	<u>change</u>	<u>change</u>	<u>change</u>
Income	-0.8%	+0.3%	+1.9%	+6.4%	+5.6%	+2.3%
Inflation	+1.9%	+2.5%	+3.5%	+5.0%	+2.4%	+1.6%
	<u>1995-6</u>	<u>1996-7</u>	<u>1997-8</u>	<u>1998-9</u>	<u>1999-2000</u>	<u>2000-1</u>
	<u>change</u>	<u>change</u>	<u>change</u>	<u>change</u>	<u>change</u>	<u>change</u>
Income	+2.0%	+4.4%	+3.7%	+4.0%	+0.5%	+7.2%
Inflation*	+3.7%	+2.2%	+2.3%	+2.3%	+2.5%	+1.7%
	<u>2001-2</u>	<u>2002-3</u>	<u>2003-4</u>	<u>2004-5</u>	<u>2005-6</u>	<u>2006-7</u>
	<u>change</u>	<u>change</u>	<u>change</u>	<u>change</u>	<u>change</u>	<u>change</u>
Income	-5.7%	+2.8%	+7.4%	+5.1%	+7.8%	+1.9%
Inflation*	+2.7%	+3.3%	+6.2%	+6.1%	+3.1%	+2.6%
	<u>2007-08</u>	<u>2008-09</u>	<u>Overall</u>			
	<u>change</u>	<u>change</u>	<u>change</u>			
Income	-2.9%	-4.5%	+63.9%			
Inflation*	+5.7%	+1.1%	+84.7%			

*Inflation figures are based on the Construction Cost Index (CCI) published by the Engineering News Record.

Based on the above table, revenues to the department are 20.8% BELOW inflation since 1989. Note that the above inflation projections are based on overall construction costs. We have also included as Appendix A, a calculator sheet from the Bureau of Labor Statistics showing inflation in the highway industry. The annual inflation increases for this index are compared to our income as follows:

YEAR	INFLATION INDEX	% INCREASE INFLATION	INCOME	% INCREASE INCOME
1989	107.0		3,158,969	
2009	205.2	91.8%	5,145,904	63.9%

This illustrates an even bleaker picture: Highway construction costs have increased 91.8% since 1989, while our income has increased 63.9% in the same period – by this index, we are 27.9% BELOW inflation since 1989. We anticipate that, unless the Commissioners take action, income in the next few years will remain about the same or even decrease slightly, while expenses will continue to increase. The two major sources of our revenue are vehicle registration fees, based on the number of vehicles registered in the County, and gas taxes, which are distributed evenly to each county in the state. Income from registration fees in 2009 was the lowest since 1998. Gas tax fees decreased considerably in 2009. Gas tax fees, which are based on a fixed amount per gallon not a percentage, can be expected to remain flat or continue to decrease as vehicles become more fuel efficient and less fuel is used.

In order to maintain and improve services to the public while income remains constant, it is important that outside sources of project funding be accessed. The Ohio Public Works Commission has been a reliable source of accessible funding for infrastructure repairs, but we cannot rely solely on this program. This program has benefited the county substantially over the years, and the procedures for grant application are relatively simple. This program is authorized through the year 2016 as long as funding is made available by the state legislature.

Federal Highway Administration (FHWA) funding continues to be available for a limited number of projects in Tuscarawas County. We currently have seven (7) projects programmed for the next six (6) years of federal funding – this includes an American Recovery and Reinvestment Act (stimulus) project for bridge painting and renovation to be done in 2010. Because the FHWA funding process is very expensive, paperwork intensive, and time consuming, this source of funds is practical only for a very limited number of larger construction projects.

Both the OPWC and the FHWA programs are project specific funding mechanisms, and do not provide for maintenance of our facilities. It is important to remember that we need to maintain the facilities we do have; funds at the local level are not adequate for proper maintenance of infrastructure.

The Road and Bridge Department in March of 2009 received a voluntary gift of \$9,836 from the Amish Safety Committee Road Maintenance Fund to assist with the expense incurred in maintaining, repairing, or reconstructing highways and roads upon which animal-drawn vehicles travel. This money was used to supplement chip and seal on Smokey Lane Road in Sugarcreek Township.

2009 EXPENDITURES

2009 expenditures, along with the previous twenty (20) years, are shown below:

Items	1989 Expenses	1990 Expenses	1991 Expenses	1992 Expenses	1993 Expenses	1994 Expenses
Wages/Fringes	1,148,775	1,059,941	1,149,207	1,289,097	1,293,339	1,272,470
Road Mat'l/Contracts	927,265	1,453,763	1,007,939	1,046,782	1,326,812	1,216,592
Bridge Mat'l/Contracts	397,228	154,035	398,656	209,709	215,301	289,886
New Equipment/Bldgs.	143,181	213,972	112,758	197,313	232,857	360,533
Equip Maintenance	126,180	114,456	156,183	158,994	171,819	211,963
Misc. Expenditures	43,834	76,058	38,475	47,003	57,698	36,574,
Issue II – Local Share	0	251,531	476,636	393,785	739,506	323,666
GROSS TOTAL	2,786,463	3,323,756	3,339,854	3,342,683	4,037,332	3,711,684

Items	1995 Expenses	1996 Expenses	1997 Expenses	1998 Expenses	1999 Expenses	2000 Expenses
Wages/Fringes	1,325,389	1,365,479	1,300,279	1,323,856	1,322,648	1,344,929
Road Mat'l/Contracts	1,050,292	1,524,219,	1,406,491	946,802	1,214,396	1,649,941
Bridge Mat'l/Contracts	389,058	373,733	476,443	283,980	211,931	508,748
New Equipment/Bldgs.	340,846	356,381	308,360	378,514	477,110	358,327
Equip Maintenance	198,650	208,268	212,034	233,985	288,740	248,494
Misc. Expenditures	1,726	21,688	22,218	11,534	26,260	50,490
Issue II – Local Share	333,630	251,744	814,084	239,535	510,833	436,994
GROSS TOTAL	3,639,591	4,101,512	4,539,909	3,418,206	4,051,918	4,597,933

Items	2001 Expenses	2002 Expenses	2003 Expenses	2004 Expenses	2005 Expenses	2006 Expenses
Wages/Fringes	1,405,038	1,531,751	1,657,846	1,684,343	1,725,243	1,705,186
Road Mat'l/Contracts	2,044,363	2,318,617	1,742,709	1,416,538	2,895,627	1,897,093
Bridge Mat'l/Contracts	604,632	994,479	677,161	765,107	463,176	737,606
New Equipment/Bldgs.	453,063	285,824	137,276	344,181	527,977	560,903
Equip Maintenance	354,998	343,200	345,760	364,165	477,253	290,106
Misc. Expenditures	52,026	34,269	1,047	45,597	16,495	9,487
Issue II – Local Share	169,992	314,644	719,696	417,304	267,052	721,521
GROSS TOTAL	5,084,112	5,822,584	5,281,495	5,037,235	6,372,874	5,918,902

Items	2007 Expenses	2008 Expenses	2009 Expenses
Wages/Fringes	1,796,601	1,778,583	1,834,288
Road Mat'l/Contracts	2,466,450	2,595,147	1,391,150
Bridge Mat'l/Contracts	700,606	709,522	633,509
New Equipment/Bldgs.	261,974	273,370	437,948
Equip Maintenance	393,545	503,803	366,736
Misc. Expenditures	14,976	23,034	5,429
Issue II – Local Share	706,529	161,397	769,349
GROSS TOTAL	6,340,681	6,044,856	5,438,809

2009 ACCOMPLISHMENTS

1. Approximately 20.2 miles of County Roads were paved in 2009. County Roads were paved with a combination of local funding and a total of three (3) separate Ohio Public Works Commission grants (extra rounds of OPWC funding were distributed by the State of Ohio in 2009 to assist in economic recovery). Ragersville Road (CR 46) from Ragersville to Sugarcreek and Sugarcreek Road (CR 70) from Ragersville Road to Sugarcreek were widened by approximately 2 ft. each driving lane as well as being repaved. Other roads paved included Oldtown Road (CR 24) from New Philadelphia to Williams Lake Road, Roxford Church Road (CR 66) from US 250 approximately to Canary Road, Newcumberland Road (CR 90) from SR 212 to Mineral City, and Sandyville Road (CR 82) from Mineral City to Dover Zoar Road. In addition to the paving listed above, sections of Pleasant Valley Road (CR 37) and Dutch Valley Road (CR 28) were repaved at the expense of Rosebud Mining and Oxford Mining, respectively, to repair areas damaged by heavy coal truck traffic.

2. In 2009, we chip-sealed approximately 27 miles of County Roads. This chip-seal treatment is a preventative maintenance item which serves to extend the life of the asphalt by 3 to 5 years. The amount of chip sealing required to properly maintain our asphalt surfaces is in the range of 60 to 70 miles per year; unless we are able to increase our maintenance work substantially in the near future, roadway surfaces will deteriorate.

3. Equipment purchased in 2009 includes:

- One used Bandit brand brush chipper
- Grapple attachment for Gradall
- Used tandem truck and dump body (2007 model Peterbilt truck)
- Two used pickup trucks – purchased from Medina County engineer
- Used Caterpillar track hoe (2007 model)
- Lawn tractor for use at Port Washington facility
- Auto Cad 2010 for office use

4. Major equipment sold in 2009 includes:

- Two tractors and boom mowers
- Two pickup trucks

- Walk-behind compactor
- Komatsu loader backhoe
- International tandem truck

In addition to this equipment, we sold existing prestressed concrete bridge beams from our bridge on Schneiders Crossing Road to a local developer. This bridge is being replaced as a part of ODOT's I-77 interchange construction project.

5. In 2009, we replaced 48 cross culverts with a total length of approximately 2330 feet with our crews.
6. Bridge work in the year 2009 included:
 - SUG-46-460 complete replacement
 - GOS-69-91 deck replacement on existing abutments
 - RUS-28-44 complete replacement
 - MIL-28-47 complete replacement
 - DEN-CentrSt-528 waterproofing; replacement of deck, sidewalk, and decorative rail
 - WAW-61-88 complete replacement
 - WAY-97-135 complete replacement
 - DOV-78-108 complete replacement
 - JEF-24-36 complete replacement
7. Approximately 180 miles of roadway centerline was applied at a cost of approximately \$69,498 in 2009. Striping of roadway centerline is down about 50% from past years due to budget considerations.
8. The following existing bridges were waterproofed and repaved (the newly constructed bridges listed above were also waterproofed):
 - BUC-231-240
 - LAW-111-144
 - WAS-357-209
 - UHR-1st/Logan-527
9. We did all mowing with our own forces in 2009. Previously we had hired a contract mower to perform the first mowing of the year during the prime growing season; due to financial considerations, this first mowing was done somewhat later in the season with our own personnel and equipment.
11. A sight distance improvement project was completed at the intersection of Chestnut Ridge Road (CR 97) and Dundee Wilmot Road (CR 96).
12. We did significant earthwork projects on Waterworks Hill Road (CR 37) and Baltzley Valley Road (CR 69) in preparation for federally funded guardrail projects. We extended or completely replaced many culverts, extended berm areas, moved or enclosed ditches, and cut trees on these roads. The primary reason for all the earthwork is to minimize the amount of guardrail actually needed on these roads by constructing or extending "recovery areas" for errant vehicles.
13. A severe hump was removed from Gunther Miller Road (CR 43).

14. Approximately 1600 feet of stream was straightened along Oldtown Valley Road (CR 24) in Jefferson Township to prevent further erosion into the road embankment.
15. We continued a concentrated effort at clearing brush and trees from the rights-of-way of County Roads. Roads addressed in 2009 include all or portions of CR10,14,16,52,79,99, and 107.
16. As required by the Ohio Department of Transportation and the Federal Highway Administration, we initiated the effort to perform load rating on each of the bridges in our inventory by the Load and Resistance Factor Rating (LRFR) method of rating. This rating method has superseded all previous methods of load rating bridges.
17. A contractor completed weed spraying around most of our approximately 304,000 feet of guardrail – this is done in alternate years
18. We initiated an earthwork project on Johnstown Road (CR 85) in the area near Gintz Road – we are cutting back banks to provide for more visibility around curves and to provide for more recovery area for errant drivers. This project will extend into 2010.
19. We inspected and coordinated the reconstruction of a portion of Buckhorn Road (CR 20) and Harmony Valley Road (CR 17) in the area where the road had been temporarily relocated due to mining activities. The intersection of the two roads was lowered considerably, resulting in improved sight distance and better overall geometry.
20. A new venting system was installed in our Front Street garage with the assistance of General Funds provided by the Commissioners.

2010 PROJECTS

Major projects planned for 2010 include the following:

1. Repaving of the following County Roads:
 - Oldtown Road (CR 24) from Williams Lake Road to US 36
 - Gunter Miller Road (CR 43)
 - Crooked Run Road (CR 52) from Schilling Hill Road to Ragersville
 - Williams Lake Road (CR 53)
 - Baltzley Valley Road (CR 69)
 - Atwood Lake Road (CR 93)

This planned paving program for 2010 – approximately 21 miles – is anticipated to be financed in large part by Ohio Public Works Commission (OPWC) funding, if our grant applications are successful. If OPWC funding is not available, 2010 paving will be minimal.

2. Replacement of the following bridges:
 - SAL-217-230 complete replacement
 - SAL-21-10 complete replacement

- AUB-78-274 deck replacement only
- WAS-8-12 deck replacement only
- WAS-8-13 deck replacement only
- FAI-388-290 complete replacement

This program is down substantially due to financial considerations. In previous years, we would normally perform 8 complete bridge replacements; in 2010, we anticipate doing 3 complete replacements and 3 deck replacements.

3. We intend to chip seal approximately 30 miles of roadway during 2010 as a means of preserving our existing pavement. This amount of chip sealing, if continued year after year, is not adequate to maintain pavement quality.

4. Roadway centerline will be applied to approximately 100 to 150 miles of County Roads this construction season. Due to unavailability of funds, we are simply not repainting many centerlines that are severely faded – we have revised our program so that we are only painting centerlines on roads having an Average Daily Traffic (ADT) count over 400. We have also discontinued application of edge lines due to funding considerations.

5. We plan to waterproof the following existing bridges in 2010:

- SUG-73-280
- NCT-CanalST-531

In addition, all the newly reconstructed bridges from the above list will be waterproofed as they are constructed. The number of existing bridges to be waterproofed continues to decline as we are getting close to having our waterproofing up to date.

6. Because the high cost of concrete and steel, along with our income drop, has dictated that our bridge reconstruction program be curtailed, we are planning to initiate several earthwork projects in 2010. These are projects that require very little purchase of raw materials; since we already have the equipment and the personnel on our payroll, our only additional expense is in purchasing fuel and additional maintenance for our equipment. The projects that we intend to address in 2010 include:

- Williams Lake Road (CR 53) at Metzger Hill Road – sight distance improvement
- Gunter-Miller Road (CR 43) at Ridge Road – sight distance improvement
- Boy Scout Road (CR 83) at Bissell Church Road – sight distance improvement
- Wolf Road (CR 23) at West Hill Road – sight distance improvement

In addition to the above, we may be cutting back banks and moving ditches in an effort to increase the vehicle recovery area, and thus increase safety, on several roads. All of these projects depend on the cooperation of adjoining land owners, since many of the excavations are extended slightly onto private property.

7. We have Federal Highway Administration (FHWA) funding for two major bridge renovation projects in 2010. We have already accepted bids for the renovation and painting of bridge #OXF-1-1 across the Tuscarawas River. In early spring, we will advertise for bids for the renovation and painting of bridges #DOV-4thSt-522, #LAW-82-116, #WAR-394-294; this project is to be constructed with Federal ARRA (stimulus) Funds awarded to us in 2009.

8. A Federal Highway Administration (FHWA) project to provide guardrail along County Road 37 (Waterworks Hill Road and Pleasant Valley Road) should be bid and constructed in 2010.

LONG TERM GOALS

The long term goal of this office is to construct and maintain a system of roads and bridges that will safely and efficiently serve the citizens of Tuscarawas County within our funding constraints. Generally, our long-term goals remain the same as last year, as follows:

1. We need to continue and increase our safety related projects in areas having high accident potential and high accident history. The accident rate on county roads is more than 3 times the rate of accidents on state routes; this is due in large part to the geometry problems on the county roads needing correction. We are fortunate to be potentially able to address four (4) intersection sight distance improvements in 2010; we are re-directing our crews in this direction simply because we do not have sufficient funds to purchase materials to pursue needed bridge construction projects. It is very important to note that the overall safety of the County roads will probably decrease somewhat due to our reduction in centerline and edge line construction; it is possible that we will have a net increase in accidents on our roads because of this.
2. The county paving program needs to be at a rate of 25 to 30 miles per year in order to build additional pavement strength and to maintain the integrity of the pavement. The average traffic counts continue to increase, and truck traffic in particular has increased recently because of the renewed coal mining in the county. Most of our current roadways are inadequate to handle the weight of modern traffic, and as a result we generally have considerable damage due to truck traffic. We plan to pave approximately 21 miles of roadway in 2010 if we are successful in obtaining OPWC grants; there is very little money available in our local budget for paving.
3. The bridge maintenance and replacement program needs to be maintained at the rate of 8 to 9 bridges per year in order to keep our inventory of load-limited bridges to a minimum. In 2010, we expect to be able to replace 6 bridges; we will probably reduce our program further in subsequent years. This will not cause immediate problems; however, the long-term effect on the county's transportation system and related economic development will be negative.

RECOMMENDATIONS

The County does not currently have sufficient income to properly maintain our roads and bridges and to address the many safety problems. We do not want to see the condition of the County's roads and bridges deteriorate with the reductions in funding accompanied by extreme inflation. We recommend that the Commissioners take the appropriate steps in accordance with the Ohio Revised Code to provide additional funding to this Department.

Appendix A



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Databases

FONT SIZE:

Data extracted on: February 10, 2010 (8:35:10 AM)

Producer Price Index Industry Data

Series Id: PCUBHWY--BHWY--

Industry: Material and supply inputs to highway and street construction

Product: Material and supply inputs to highway and street construction

Base Date: 198606

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
1999	122.8	122.6	123.3	125.4	125.9	126.0	126.9	128.1	129.0	128.8	129.6	130.7	126.6
2000	132.0	134.0	136.0	135.6	135.8	137.6	137.1	136.6	138.9	138.5	138.4	137.3	136.5
2001	137.8	138.2	137.4	138.5	139.9	138.8	136.6	137.0	138.4	135.4	134.1	132.4	137.0
2002	132.9	132.4	132.7	133.3	133.8	133.9	134.1	134.2	134.4	134.4	133.9	133.7	133.7
2003	134.7	135.7	136.8	137.1	137.0	136.9	136.7	136.9	136.8	136.7	137.1	137.2	136.6
2004	140.5	141.2	142.5	145.2	147.9	147.0	149.2	150.5	151.8	155.5	155.4	152.0	148.2
2005	154.3	156.5	160.4	162.9	162.4	163.7	167.6	170.0	176.1	180.8	173.1	173.4	166.8
2006	177.5	175.9	179.4	185.4	187.9	190.4	191.8	192.9	185.9	183.2	182.9	184.1	184.8
2007	183.1	185.2	190.0	194.6	197.6	196.8	200.0	195.9	197.5	197.5	204.9	202.7	195.5
2008	204.7	205.9	213.8	218.5	227.3	234.4	243.5	239.3	241.1	226.9	212.0	201.5	222.4
2009	202.9	199.3	198.2	200.8	204.1	208.7	206.1	209.0	207.7(P)	207.4(P)	209.0(P)	209.4(P)	205.2(P)

P : Preliminary. All indexes are subject to revision four months after original publication.