

2025 - 2026 ANNUAL REPORT

MIAMI COUNTY ENGINEER
PAUL P. HUELSKAMP, PE, PS

February 2026



Honorable Board of Miami County Commissioners,

In accordance with Section 5543.02 of the Ohio Revised Code, I am pleased to present the 2025–2026 Annual Report for your review. This report outlines our department’s activities throughout 2025 including the maintenance and improvement of county-owned roads, bridges, and culverts. In addition to detailing completed projects, it also highlights upcoming initiatives and associated cost estimates for 2026 and beyond.

We experienced another productive construction season in 2025, with the earliest project beginning in March and work continuing through with the Jones Road Bridge No. 00.45 being substantially complete in December. Our annual Paving Program resulted in 14.389 miles paved, with that, 1.007 miles of Loy Road was upgraded from a chip seal surface to an asphalt surface. We did not have any special paving projects in 2025 utilizing Federal funds.

Bridge improvements were also a key focus. Four bridges were replaced at a combined cost of \$1,424,419. The biggest bridge project of 2025 was the Kessler-Frederick Road Bridge No. 00.06 which spans Mill Creek in Union Township. The existing two span slab structure in which the substructure was in poor condition was replaced with a 20' wide x 10' high four-sided concrete box with new reinforced concrete wingwalls. The total cost was \$651,890.83 of which \$268,579.02 (40%) was OPWC funds and \$383,311.81 (60%) was local funds. Additional details on the 2025 bridge replacements and future projects can be found on page 4 of this report.

The Miami County Bridge Levy, originally passed in 1951, was up for renewal, with the earliest eligible date for placement on the ballot being November 4, 2025. The levy was placed before the voters of Miami County for a replacement levy of 0.40 mills for each one dollar of valuation equating to a decrease of 0.05 mills compared to the existing levy. The voters approved the measure with a 61.71% majority. The replacement levy is structured as a continuous levy, beginning with the 2026 tax year (first due and collected in calendar year 2027), and will remain in effect indefinitely unless terminated or replaced in accordance with Ohio law. Establishing a continuous levy eliminates the recurring costs associated with placing the levy on the ballot every five years, allowing those funds to be redirected toward bridge maintenance.

The revenue generated by the bridge levy serves as the sole source of funding for smaller projects. However, a significant portion is also used as matching funds to “bring money back home” from Washington. As detailed in this report, we currently have two bridge projects underway that have received federal funding approval covering 95% of the costs, with the remaining 5% funded locally.

The first project, the Garnsey Street Bridge Rehabilitation, involves replacing the bridge deck and performing structural steel painting. The total estimated cost is \$2,800,000, with \$2,660,000 (95%) funded federally and \$140,000 (5%) covered by local funds. This project is scheduled for 2026–2027.

The second project, the Piqua-Lockington Road Bridge No. 02.56, will replace the existing bridge. The total estimated cost is \$4,749,600, funded through a combination of sources: \$3,799,680 (80%) from CEAO LBR, \$712,440 (15%) from Bridge Credit, and \$237,480 (5%) from OPWC. This project is scheduled for 2028.

I encourage you to review the information provided to gain a deeper understanding of our accomplishments and future objectives. Should you have any questions regarding the responsibilities of the County Engineer’s Office, please feel free to contact me. It is an honor to serve you and the residents of Miami County as your County Engineer.

Paul P. Huelskamp PE, PS

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FINANCES

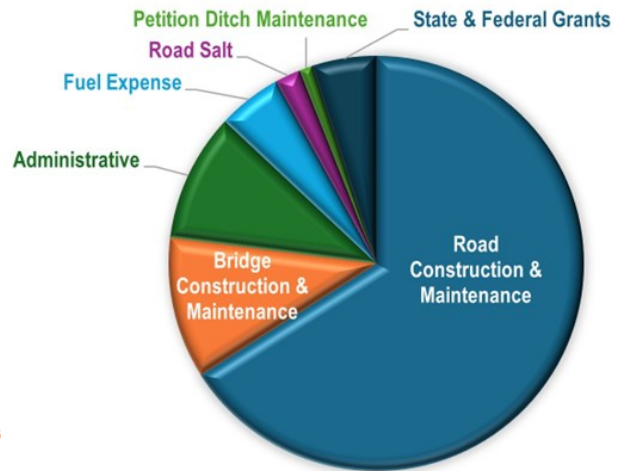
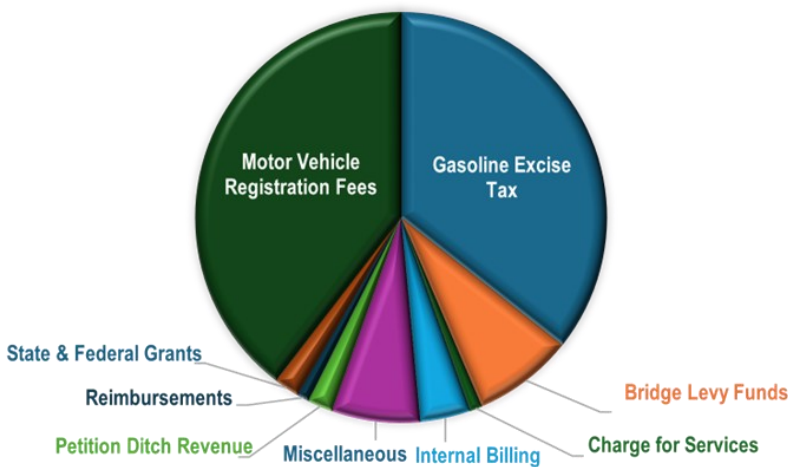
Funding for County Engineer operations comes primarily from highway user fees, including Motor Vehicle Registration Fees and the Gasoline Excise Tax. In 2025, these sources generated \$8,377,687.

Additional revenue is provided through the Miami County Bridge Levy, which voters have consistently supported since 1951. In November 2025, Miami County voters approved a replacement levy at 0.40 mills, a reduction of 0.05 mills from the previous rate, as permitted under Section 5705.19(G) of the Ohio Revised Code. This replacement levy will take effect beginning with tax year 2026 and will continue indefinitely unless modified or terminated in accordance with law. Levy proceeds, totaling \$893,056 in 2025, are dedicated to the construction, maintenance, and repair of the county's extensive inventory of bridges and culverts.

To stretch local dollars further, we actively pursue Federal grants and Ohio Public Works Commission matching funds. These external funding sources allow us to complete projects that would otherwise be financially out of reach. In 2025, we secured \$268,579 in State Grant funds.

REVENUE	Percent-age	2025	2024 Comparison
Motor Vehicle Registration Fees	40%	\$4,420,915	\$4,497,128
Gasoline Excise Tax	36%	\$3,956,772	\$3,871,745
Bridge Levy Funds	8%	\$893,057	\$891,169
Internal Billing	4%	\$439,799	\$495,751
Miscellaneous (Refunds, interest, etc.)	7%	\$777,551	\$620,726
Petition Ditch Revenue	2%	\$161,175	\$163,875
Reimbursements	1%	\$77,322	\$68,960
Charge for Services	<1%	\$6,500	\$7,800
SUB-TOTAL		\$10,733,091	\$10,617,154
State & Federal Grants (Direct Payments)	2%	\$268,579	\$5,669,946
TOTAL	100%	\$11,001,670	\$16,287,100

EXPENDITURES	Percent-age	2025	2024 Comparison
Road Construction & Maintenance	66%	\$7,276,748	\$7,423,246
Bridge Construction & Maintenance	11%	\$1,261,602	\$615,020
Administrative	10%	\$1,105,691	\$1,097,209
Fuel Expense	5%	\$576,028	\$575,857
Road Salt	2%	\$282,673	\$230,858
Petition Ditch Maintenance	1%	\$122,901	\$76,636
SUB-TOTAL		\$10,625,643	\$10,018,826
State & Federal Grants (Direct Payment)	5%	\$527,941	\$5,669,946
TOTAL	100%	\$11,153,584	\$15,688,772



2025 MAJOR VEHICLE AND EQUIPMENT PURCHASES

NEW VEHICLES AND EQUIPMENT	DEPARTMENT	COST
Four ODOT Style Snow Plows	Highway	\$74,191
One 2025 CAT 309 07 Mini Hydraulic Excavator	Highway	\$167,860
One 2025 Midland SP8 Self-Propelled Road Widener	Highway	\$179,410
Two 2026 Single Axle Cabs & Chassis with Stainless Steel Dump Bodies and Salters	Highway	\$505,724
Two 2026 Tandem Axle Cabs & Chassis with Stainless Steel Dump Bodies and Salters	Highway	\$583,822
Two 75" Side Mount & Two 102" HD Offset Flail Mowers	Highway	\$98,390

ROADS & CULVERTS

ROADS

The Miami County Highway Department is responsible for maintaining the 417.965 miles of roadway under its jurisdiction. In addition to asphalt paving, we utilize various patching and sealing methods to extend pavement life. One such method is crack sealing, which involves applying a hot bituminous tar directly into pavement cracks to prevent water infiltration and further deterioration. Another method uses cold patch materials to fill potholes, improving ride quality and slowing the progression of pavement damage. Increased use of both treatments helps delay the need for larger maintenance projects for those roads until they can be resurfaced. Each year, maintenance crews also perform numerous berm and spot repairs as needed.

The 2025 paving program resulted in 14.389 miles of county highways being resurfaced with asphalt concrete by the John R. Jurgensen Company at a total cost of \$1,575,729. Roads resurfaced included portions of Crane, Horseshoe Bend, Klinger, Loy, Ross, Tipp Canal, Tipp-Cowlesville, and Troy-Sidney Roads. As a cost-saving measure, townships are invited to bid their resurfacing needs in conjunction with the County Engineer's Office. In 2025, six of the twelve townships participated, resurfacing 6.255 miles of township roadways.

Another way to treat pavement surfaces that have more severe deterioration is to chip seal over the entire roadway. In 2025, Wagner Paving, Inc. of Laura, Ohio chip sealed 11.469 miles of roadway, including portions of Falknor, Casstown-Clark, Shiloh, Karns, Shearer, Patty-Circle Hill, Panther Creek, and Wheelock Roads. Each roadway received an application of HFRS-2P at 0.60 gal/SY and #67 stone at 38 lbs/SY, providing a heavy-duty treatment designed to improve pavement strength and structural integrity. The total cost of the chip seal program was \$347,155. As with the paving program, townships were invited to participate; two townships joined the 2025 chip seal program, covering an additional 7.188 miles.

The Miami County's paving program did not have any Federally or state-funded paving projects in 2025. As noted on page 7 of this report, one special paving project is scheduled for 2027: resurfacing County Road 25A from the Tipp City corporate limits to the Troy corporate limits.

As we continue to track historic material prices year over year, several key products decreased in cost from 2024 to 2025, including gasoline, diesel, paving-program asphalt, center line and edge line paint per mile. However, costs continue to rise for concrete as well as sand and gravel products.

PAVEMENT MARKING

In 2025, contracted services were used to complete edge line and center line markings on both county and township roads. The Aero-Mark Company LLC of Aurora, Ohio was awarded the bid to apply center line markings on 123 miles of county highways and 85 miles of township highways at a cost of \$99,216. Aero-Mark also applied edge lines on 264 lane miles of county highways and 178 miles of township highways at a cost of \$163,098.

In addition to striping new pavement and restriping existing lines, four county road intersections required miscellaneous pavement markings—such as lane arrows, channelizing lines, stop bars, and transverse lines—to be repainted. One township road on the chip seal program required new railroad crossing symbols. These additional markings added \$10,794 to the pavement marking program. Most county-maintained roads follow a three-year striping cycle.

CULVERTS

In 2025, our culvert crews replaced 12 structures at a total cost of \$116,791. This work included the replacement of 3 maintenance culverts and the upgrade of 9 culverts located on roads scheduled for resurfacing.

County crews replaced a deteriorated box culvert (No. 0.502) on Shiloh Road in Union Township with 32 linear feet of 43"×68" elliptical concrete pipe at a cost of \$31,171. On Horseshoe Bend Road, Culvert No. 6.149 in Newton and Union Townships was upgraded with 32 linear feet of 24"×38" elliptical concrete pipe at a cost of \$19,352. At Loy Road, Culvert No. 8.984 in Brown and Lostcreek Townships, crews installed 80 linear feet of 15" pipe at a cost of \$18,404.

In cooperation with ODOT, 64 feet of 18" concrete pipe was replaced under Tipp-Elizabeth Road within ODOT right-of-way. ODOT supplied the pipe, while the Miami County Highway Department provided labor and miscellaneous materials.

Looking ahead to 2026, we anticipate replacing 26 culverts as part of our ongoing culvert upgrade program.

BRIDGES

Four bridges were replaced in 2025 at a total cost of \$1,424,419. Two of these projects were completed by Miami County Highway Department (MCHD) personnel.

The first project completed by MCHD was Ross Road Bridge No. 01.30, located 670 feet east of Wildcat Road. The structure was replaced with a 14' x 6' x 44' four-sided precast concrete box culvert. Quotes were obtained for the culvert, which was purchased from Encore Precast of Dayton, Ohio, for \$44,979. The total cost of the bridge replacement, including the culvert, was \$128,539.96.

The second bridge completed by MCHD Personnel was Jones Road Bridge No. 00.45 located 1,400 feet west of State Route 721. The existing bridge was replaced with a new county-produced precast concrete beam bridge.

As noted on the cover page of this report, Kessler-Frederick Road Bridge No. 00.06 was also replaced in 2025. The project was bid on October 10, 2024, and awarded to Eagle Bridge of Sidney, Ohio. Construction began in March 2025 and was completed in late May 2025. The existing two-span slab structure, which had a substructure in poor condition, was replaced with a 20' span x 10' high four-sided box and new reinforced concrete wingwalls. The total project cost was \$651,890.83 (\$268,579.02 OPWC funds; \$383,311.81 local funds).

The final bridge replacement of 2025 was Peterson Road Bridge No. 06.12. The existing two-span steel beam structure was replaced with a prestressed box beam bridge. The project was bid on February 25, 2025, and awarded to Brumbaugh Construction, Inc. It was funded entirely with local dollars at a total cost of \$496,619.50.

In addition to the replacement projects, one bridge rehabilitation project was bid in 2025: the Frederick-Garland Road Bridge No. 06.67 Expansion Joint Project. This bridge spans the Stillwater River and was bid on July 8, 2025, with the contract awarded to Eagle Bridge of Sidney, Ohio. Work began on October 13, 2025, and lasted approximately one month. The final cost of the rehabilitation was \$290,761.87.

2026 Replacement Projects:

- Swailes Road Bridge No. 02.48 Replacement, this structure is in poor overall condition due to the deterioration of the concrete superstructure and will be replaced by a three span prestressed concrete beam structure. The estimated cost is \$922,337. (46% Local Funds, 54% OPWC)
- Swailes Road Bridge No. 1.94 Replacement, this structure is in poor overall condition due to the deterioration of the concrete superstructure and will be replaced by a three span prestressed concrete beam structure. The estimated cost is \$922,337. (46% Local Funds, 54% OPWC) This replacement is anticipated to take place in 2026.
- Stonewood and Rosewood Bridge Replacements, existing triple elliptical CMP pipes, will be replaced with four-sided precast concrete culverts. The estimated cost is \$300,000 (100% Local Funds)
- Work will begin on two of the four bridges in the 2025 Bridge Package Project in early 2026. This project includes the replacement of the Range Line Road Bridge No. 03.81 and the Sodom Ballou Road North Bridge No. 01.82.
- Tipp-Cowlesville Road Bridge No. 01.58, an existing twin CMP arches bridge, will be replaced with a 16' x 5' four-sided box culvert.
- Sullivan Road Bridge No. 00.72, an existing slab bridge, will be replaced with 16' long, county-produced precast concrete beam bridge.

Miami County Bridge Levy

We continue to rely heavily on funds generated through the Miami County Bridge Levy to accomplish the goals of the department related to bridge construction and repair. On November 4, 2025, the citizens of Miami County voted to replace the current Bridge Levy with a perpetual Bridge Levy at a reduced rate of 0.40 mill for each one dollar of valuation (\$14 for each \$100,000 of valuation) commencing in 2026, first due in calendar year 2027. Our thanks to the voters and taxpayers of Miami County for their continued support of this vital funding stream. While some money generated by the bridge levy is used as the sole source of funding for smaller projects, a significant portion is also used as matching funds in order to “bring money back home” from Washington. This funding helps to ensure the continued serviceability and safety of our county-wide bridge system.



TRAFFIC / SIGN DEPARTMENT

The Traffic and Sign Department supports safe and efficient travel throughout Miami County by maintaining and installing traffic control devices that meet state and federal standards. Throughout the year, our staff focused on keeping signs functional and visible to meet the needs of the traveling public.

Every three years, Miami County conducts a Visual Nighttime Inspection to evaluate the retro reflectivity of its traffic sign inventory. In 2024, this countywide inspection was completed, and replacement of non-compliant signs began. As part of this effort, the Miami County Sign Shop replaced 109 signs on County and Township roads in 2025 that did not meet nighttime visibility standards.

In addition to the above-mentioned sign replacements, our sign department replaced, reset, or installed approximately 236 signs. Of these 236 signs, roughly 98 were replaced due to traffic accidents, 34 due to vandalism, 84 for routine maintenance, and 20 were new installations. These efforts help ensure consistent and reliable traffic control across county roadways .

MOWING & SPRAYING

In 2025, pursuant to Section 5579.04(B) of the Ohio Revised Code—which states in part that county engineers “shall destroy all brush, briars, burrs, vines, [and] noxious weeds... growing within the limits of a county road within their jurisdiction”—Miami County contracted with Running G Farms of Rio Grande, Ohio, to complete the first round of roadside mowing at a total cost of \$33,939.

After the contracted first round was completed, county crews performed the remaining mowing cycles for approximately 380 miles of roadway. This work was completed using county-owned tractors equipped with side-mount and rear-offset mowers. The combination of these two mower types allows crews to complete the required mowing in a single pass, compared to the two passes previously needed to reach the right-of-way limits, fence lines, or crop lines. In addition to roadside mowing, county crews also mowed 146.59 acres of petition drainage ditches using in-house equipment and personnel.

For the county’s annual spray programs, all work was completed through contracted services. Vegetation Tech LLC of Troy, Ohio, sprayed 146.59 acres of agricultural ditches at a cost of \$29,938. DeAngelo Contracting Services of Perrysburg, Ohio, sprayed 97,771 lineal feet of guardrail for \$8,004 and also treated approximately 380 miles of roadside ditches at a cost of \$33,700. All spray program costs include labor, materials, and equipment. In 2025, \$32,150 was spent on tree removal services along county roads. Removing old trees that are within the road right-of-way helps to preserve the roads as they can better dry out after rain events. Removing trees close to the driving surface also improves sight distance for the traveling public.

SNOW & ICE REMOVAL

As of February 17, 2026, the total cost of the 2025–2026 winter season—including labor, equipment, and materials—stands at \$486,632. This represents an increase of \$45,259 over the 2024–2025 winter season.

The first snow event of the season occurred on November 10, 2025, and the final event took place on February 9, 2026. During this period, snowplow crews logged 4,473 hours (regular and overtime combined) at a labor cost of \$138,906. Equipment costs totaled \$137,695, and material costs—including salt, grits, and fuel—amounted to \$210,031.

In October 2024, Miami County entered into a contract with Cargill, Incorporated of North Olmsted, Ohio, for salt purchases covering both the 2024–2025 and 2025–2026 winter seasons. The price per ton increased by \$10.00 this season for a total cost of \$72.68 per ton delivered and dumped.

Many will recall the record-breaking snow event from Saturday, January 24 through Sunday, January 25, which brought snowfall totals of approximately 12 plus inches. Snowplow crews worked from the early morning of January 24 through late in the day on January 29 to plow and treat the roadways in our jurisdiction. The total cost of this single event—including labor, equipment, and materials—was \$90,138.

The extended period of severe, below-normal temperatures this winter will likely have a negative impact on road surfaces throughout the county. As weather conditions improve, road crews will begin seasonal maintenance activities such as crack sealing and cold-mix patching to address areas affected by the multiple and significant freeze–thaw cycles experienced this winter.



DRAINAGE

Annual assessments are collected to finance on-going maintenance on 27 ditches in Miami County (see chart at left). These assessments are collected from the owners of lands within the watershed of each drainage improvement. State law limits ditch fund maintenance reserves to a set percentage of the construction cost of the ditch construction base. The construction base of ten maintenance ditches are in need of review and update. The approved construction base for each of these ditches is decades old with no adjustments for inflation ever being made. Many of these same ditches are also in need of work which goes beyond the scope of routine maintenance (i.e. mowing and spraying). Until the construction base is raised, collection of additional funds is limited by the Ohio Revised Code. The detailed requirements for updating an improvements construction base is outlined in ORC 6137. Review of the construction base for the Beard, Hartstein-Switzer, and Reighard ditches is being considered in 2026. Resource limitations will determine if the review of these and other ditches (double asterisk) listed will be completed in 2026.

Routine ditch maintenance includes mowing and weed-spraying, but occasionally a drainage-way may require a cleanout or more extensive repair to restore drainage efficiency. In 2025 the Cottingham, Gallamar, Harwood, Marsh, Reighard Troy-Concord, and several other ditches required such repairs. Annual ditch inspections indicate many of the ditches listed at the left may require some sort of maintenance exceeding the norm, including tree and brush removal, open ditch cleanout, and tile main and/or spur repair/replacement. Soaring material prices and other limitations continue to negatively affect our ability to complete planned ditch maintenance activities.

The first sectional replacement of the Harwood Ditch No. 829 tile main will be advertised for public bid in 2026. This first section will be advertised for public bid, with alternates in an effort to effectively utilize the maintenance assessments collected from properties within the Harwood Watershed. The first of this sectional replacement was previously delayed due to inflation of construction costs. The Harwood Ditch No. 829 construction base adjustment hearings were held in 2017 to facilitate this sectional replacement.

	Ditch Name	No.	Total Cost of Ditch (Constructi on Base)	Typical Annual Expenses	Proposed Actual Maintenance Collection
	Agenbroad	852	\$68,420.78	\$300.00	\$350.39
**	Beard	807	\$10,882.87	\$4,700.00	\$3,809.35
	Caldwell	849	\$429,990.86	\$4,750.00	\$5,381.51
	Cottingham	814	\$241,756.02	\$12,400.00	\$7,255.13
* **	Dye Mill	805	\$22,784.03	\$9,600.00	\$9,267.80
	Free-Stine	851	\$252,280.24	\$3,800.00	\$2,526.19
**	Freshour	841	\$11,916.90	\$2,400.00	\$1,430.03
**	Frosty-Landis	806	\$34,097.66	\$4,400.00	\$3,425.05
**	Gallamar	850	\$98,702.80	\$6,200.00	\$5,922.77
**	Hartstein-Sweitzer	829	\$25,143.74	\$3,950.00	\$4,525.87
	Harwood	818	\$207,656.09	\$34,450.00	\$17,650.77
	Helmick-Harlacher	833	\$37,225.01	\$4,600.00	\$4,094.75
	Lane-Hathaway	842	\$18,901.11	\$5,350.00	\$2,646.16
**	Leonard	811	\$50,281.90	\$25,700.00	\$20,336.77
	Lutheran Rd. Grp. Jt.		Mont.	Mont.	\$364.16
**	Marsh	817	\$9,777.84	\$2,000.00	\$2,444.46
	Mohler Jt.		Mont.	Mont.	\$4,828.16
	Mumford Group	846	\$68,543.11	\$1,450.00	\$1,377.59
	Pemberton	843	\$18,708.50	\$2,500.00	\$2,245.94
	Reeder	838	\$39,157.81	\$3,500.00	\$4,700.72
**	Reighard	824	\$12,011.01	\$3,450.00	\$3,603.30
	Shelby County Jt.		Shelby	Shelby	\$7,148.72
	Swailles Run	844	\$53,550.00	\$750.00	\$374.85
	Troy-Concord	821	\$333,973.20	\$24,500.00	\$24,932.83
	Upper Ludlow	845	\$264,994.15	\$1,200.00	\$697.73
	Wauger Branch	808	\$578,446.32	\$9,000.00	\$13,314.13
**	Welsch	826	\$18,664.96	\$4,100.00	\$2,799.74
	Total:			\$175,050.00	
	Note: * Indicates changes in collection percentages for 2026				
	** Construction base needs re-evaluated				



The upper left picture is an example of a sectional tile main replacement. To the right is a catch basin and lateral repair. Both projects were completed in 2025.

FEDERAL / STATE FUNDED PROJECTS

ROADS

COUNTY ROAD 25A RESURFACING PROJECT Year: 2027 Total Cost: \$1,500,000

This project consists of paving County Road 25A from the Tipp City Corp Limits to the Troy City Corp Limits.

Local Share: \$375,000 (25%) Other Funding: \$1,125,000 – MVRPC STP (75%)

BRIDGES

SWAILES ROAD BRIDGE NO. 02.48 Year: 2026 Total Cost: \$922,337

This project consists of replacing the existing bridge over Boone Creek.

Local Share: \$422,337 (45%) OPWC: \$500,000 (55%)

SWAILES ROAD BRIDGE NO. 01.94 Year: 2026/2027 Total Cost: \$1,007,727

This project consists of replacing the existing bridge over Boone Creek.

Local Share: \$707,727 (70%) OPWC: \$300,000 (30%)

GARNSEY STREET BRIDGE REHABILITATION Year: 2026/2027 Total Cost: \$2,800,000

This project consists of bridge deck replacement with structural steel painting.

Local Funding: \$140,000 (5%) Federal Funding: \$2,660,000 – Local Major Bridge Program (95%)

PIQUA-LOCKINGTON ROAD BRIDGE NO. 02.56 Year: 2028 Total Cost: \$4,749,600

This project consists of replacing the existing bridge over the Great Miami River.

OPWC: \$237,480 (5%) Bridge Credit: \$712,440 (15%) Other Funding: \$3,799,680 - CEAO LBR (80%)

KLINGER ROAD BRIDGE NO. 04.06 Year: 2031 Total Cost: \$1,739,000

This project consists of the rehabilitation of the bridge over the Stillwater River.

Local Share: \$86,949 (5%) Bridge Credit: \$260,851 (15%) Other Funding: \$1,391,200 - CEAO LBR (80%)

TAX MAP

The Tax Map Department draws and maintains tax maps for over 54,900 parcels of land in Miami County. A tax map shows the shape, size, area, and owner of each parcel of land, and is used by the County Auditor to determine property taxes used to support local school districts. All tax maps, land/lot survey records, and record plats, a total of over 27,500 documents currently, are individually scanned so that digital copies are available by request via e-mail. Currently, all tax maps, Land Survey records, Lot Survey records, and Recorded Plats are available on Miami County's website. As always, if personal assistance is desired, Tax Map personnel stand ready to serve the public's needs in accessing and navigating property documents and surveys from their office on the first floor of the Miami County Safety Building.

In addition to tax map work, multiple County departments call on the Tax Map Department for special mapping projects from time to time. Members of the staff have updated and are maintaining township right-of-way maps, showing legal widths of all township and county roads. Also, in 2025, the department reviewed the content and mathematical accuracy of 200 boundary surveys, many of which are multiple tracts. 194 surveys were filed for record with the County Engineer, some of which had been reviewed in the previous year. The department also reviewed and checked the mathematical accuracy of 62 Recorder's Plats, which consist primarily of residential and commercial subdivisions, street and alley vacations, annexations, and right-of-way plans of road projects. A total of 47 Record Plats were recorded in 2025, as well as a number of sets of road/highway plans. Finally, the department reviewed the legal descriptions of every property transferred in Miami County, where nearly 5300 deeds, affidavits, Transfer on Death, and Certificates of Transfer were recorded, each one containing one or more legal descriptions requiring review by the department. This number does not include descriptions which were reviewed strictly for title purposes.

RETIREMENT

Lew McClelland



Lew retired on January 23, 2026, after serving the Engineer's Office for more than 31 years. Before joining our team, he taught math and English in the Miami East School District. His career with the Engineer's Office began on June 7, 1982, when he worked seasonally during the summer months as a working supervisor overseeing the cleaning and painting of various county bridges.

On June 8, 1998, after retiring from teaching, Lew joined the Engineer's Office full time. During his full-time employment, he attended classes at the University of Cincinnati, earning a Bachelor of Science degree in surveying with High College Honors. Lew received his Certificate of Registration as a Professional Surveyor on January 26, 2009.

Throughout his career, Lew oversaw numerous bridge projects and subdivision developments, maintained our bridge inventory, issued driveway, special hauling, and right-of-way permits, and assigned property addresses. His contributions strengthened our operations and supported the community in countless ways.

Lew was known for his love of comics, which he posted around his office, and for arriving to work early each day with a positive attitude, an easy smile, and a quick wit to share with others.

My staff and I extend our sincere gratitude to Lew for his many years of dedicated service. We wish him the very best in his retirement. May the years ahead be long, fulfilling, and happy.

Contact us:



Miami County Engineer's Office & Highway Garage

2100 N. County Rd. 25A
Troy, Ohio 45373

Office: (937) 440-5656

Garage: (937) 440-5658

Fax: (937) 440-5659

mceo@miamicountyohio.gov

<https://www.co.miami.oh.us/123/Engineer>

Engineer's Office Hours

7:30 am - 4:00 pm

Monday thru Friday

Highway Garage Hours

7:00 am - 3:30 pm

Monday thru Friday

Miami County Tax Map Office

201 West Main Street
Troy, Ohio 45373

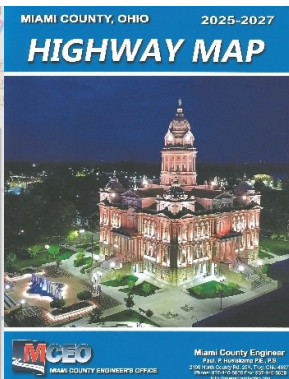
Office: (937) 440-6025

Fax: (937) 440-6026

Tax Map Office Hours

7:30 am - 4:00 pm

Monday thru Friday



New County Maps

Maps, in both book and folded formats, are available free of charge at the County Engineer's Office and at the Tax Map Department in the Safety Building. The maps include detailed information on cities and villages throughout the county, and indicate road names, township boundaries, points of interest, and more.

The Miami County Highway Map was updated and reprinted in 2025.