

# Other Services and Programs

## SNOW & ICE REMOVAL

County crews utilize both 100% salt and a 50/50 salt+grit mix for application on county roadways during ice and/or snow events. During the 2015-2016 season, our snow plows deiced and/or plowed on 16 days, during which we applied a total of 1,110 tons of salt. The time required to perform plowing/deicing duties equaled 2,024 hours, and total Labor/Material/Equipment cost for the 2015-2016 season was \$160,780.

## MOWING & SPRAYING

County roadsides are mowed and sprayed each growing season in accordance with provisions of the Ohio Revised Code. We typically complete mowing requirements by using both in-house staff and contracted services, and we rely on contracted services for all of the spraying. In 2015, Quick Mow, Inc. was contracted to complete the first of three rounds of mowing at a cost of \$78.00 per mile (\$33,072 total). County crews completed the second and third rounds of mowing, as well as 108 acres of agricultural drainage ditches, utilizing in-house equipment and resources.

We utilized various contracts in 2015 to spray ditches, guardrails, and roadsides to eradicate noxious weeds and undesirable vegetation. Contracts went to Vegetation Technology Services, LLC, who sprayed 108 acres of agricultural ditches and 8.7 acres of roadside drainage ditches at a cost of \$11,367; True Quality Services, LLC, who sprayed 91,261 linear feet of guardrail at a cost of \$2,372 (9% decrease from 2104); and Easy Lawn LLC, who sprayed 380 miles of roadside ditches at a cost of \$7885 (4% decrease from 2014).

## PAVEMENT MARKING

In 2015 we utilized contracted services to complete all of our edgeline and centerline marking on both county and township roads. We contracted with Aero-Mark, Inc. to complete centerline marking on 131 road miles of county highway and 55 miles of township highway at a cost of \$49,662. Aero-Mark also edgeline 294 lane miles of county highway and 114 miles of township highway at a cost of \$100,368. By contracting out all of our edgeline marking, we save the county approximately \$70,000 annually when compared to previous years, when we undertook edgeline marking on county roads using in-house manpower, equipment, and resources.

## SURPLUS EQUIPMENT SALE

We liquidated a number of old trucks, equipment, and supplies through a sealed bid sale in October 2015. Included in the sale were 1997 and 1999 GMC dump trucks, and 1995, 1998, & 1999 Ford F-150 pick up trucks. Sale proceeds totaled \$15,098.

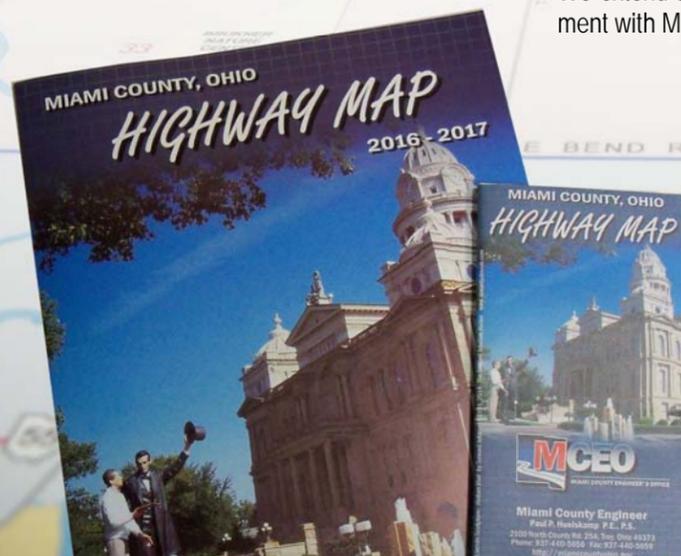
# Personnel

## Retirements, Hirings, Promotions, etc.

Chad Neikirk joined the Miami County Engineer's Office on June 1, 2015 as an Engineering Technician 1. Chad, who earned his Engineering degree from the Ohio State University, will be undertaking traffic engineering duties, as well as bridge inspections, CAD drawing, surveying, permitting, construction inspection, and project development. We extend a hardy welcome to Chad and wish him the very best in his employment with Miami County.

## County Maps

New and updated county 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. Stop by the office today for your copy.



Paul P. Huelskamp PE, PS  
Miami County Engineer

Miami County Engineer's Office  
& Highway Garage  
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mce@co.miami.oh.us

<http://co.miami.oh.us/engineer/index.htm>

### Hours

7:30 am - 4:00 pm  
Monday thru Friday

### Summer Garage Hours

6:30 am - 3:00 pm



Miami County, Ohio  
Population: 102,506  
Elevation: 827 ft.

# Miami County Engineer's 2015-2016 Annual Report

Honorable Board of Miami County Commissioners,

March 2016

In compliance with section 5543.02 of the Ohio Revised Code, it is my pleasure to provide you with this 2015-2016 annual report for your review. It provides you with details of our activities during the past year regarding the maintenance of county-owned roads, bridges and culverts. Along with a description of completed projects, the report includes upcoming initiatives for 2016 and beyond, with associated cost estimates.

One highlight of this past summer's building season was reconstruction of the Eldean Road/CSX Railroad Spur Bridge, which increased the clearance under the railroad bridge from 9' 8" to 14'. Due to the complexity of this project, it took several years of fund acquisition, project planning, and coordination with a host of partner agencies to bring this project to fruition. The end result is an underpass that now meets regulatory standards for vehicular clearance, which should prevent the bridge from being hit in the future.

At the same time the CSX Spur project was underway, we also replaced the Eldean River Bridge just east of County Road 25A. Completion of both of these major projects simultaneously allowed us to close Eldean Road only once, which resulted in the least possible disruption to motorists. I'd like to thank my dedicated staff, MVRPC, ODOT, CSX Railroad, Brumbaugh Construction, and Eagle Bridge Company for bringing these two major projects to successful coordinated completion.

Along with our contracted projects, we continued our in-house replacements of bridges and culverts, and our on-going maintenance of county roadways. As we aggressively seek out additional funding resources to keep pace with ever-increasing work demands, our Highway Department personnel work diligently to provide quality and value for county residents. Details of these efforts can be found within the pages of this report.

My sincere thanks goes out to the Board of Commissioners for coordinating the County Garage roof replacement last summer. Over 50,620 square feet of roofing was replaced during this major project, which was completed by Cotterman & Company, Inc. The result is a state-of-the-art, long lasting roof system that will serve our needs for decades.

After a number of years of organizational downsizing due to retirements, we're currently at an efficient staffing level that allows us to carry out the demands of the department while optimizing cost savings to the public. My staff and I are committed to managing a fiscally lean operation that utilizes public dollars responsibly, while prioritizing transportation safety for all Miami County residents.

Please take a look at the information in this report to garner additional insight into our 2015 accomplishments as well as our future goals. If you have any questions about the duties or responsibilities of the County Engineer's Office, please don't hesitate to contact me. As always, I appreciate the opportunity to serve you and the citizens of Miami County as your County Engineer.

Paul P. Huelskamp PE, PS



# Finances

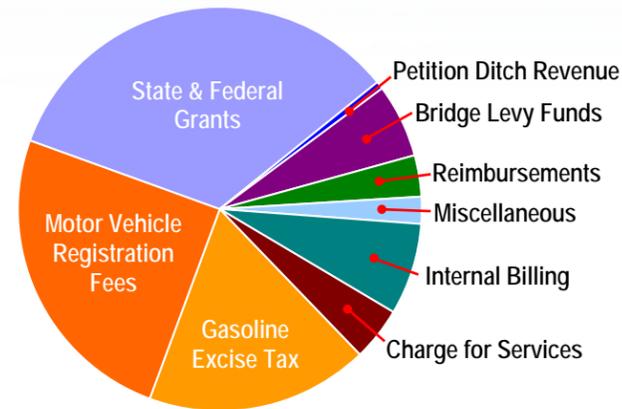
Funds to support County Engineer operations come primarily from highway user fees like gasoline taxes and vehicle registration fees. In 2015, we received **\$5,717,994** in such fees. Additional funds are generated through the Miami County Bridge levy, which voters have supported since 1951. Levy funds, which totaled **\$780,991** in 2015, are used to build, maintain and repair the large number of bridges in our county.

Whenever possible, we apply for Federal grant money and Ohio Public Works Commission funds to bring tax money back for local projects. By using local match money to qualify for state and federal funds, we maximize the use of county dollars to complete many projects that would otherwise be unaffordable. In 2015 we secured **\$4,489,977** in state and federal grant funds.

A breakdown of our 2015 Revenues and Expenditures is shown below.

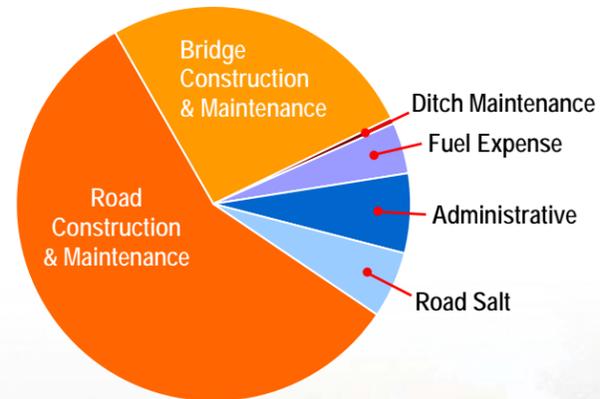
## 2015 Revenue

			2014 COMPARISON
State & Federal Grants		4,489,977	698,475
Motor Vehicle Registration Fees		3,361,281	3,219,306
Gasoline Excise Tax		2,356,713	2,334,894
Internal Billing		989,425	794,249
Bridge Levy Funds		780,991	771,571
Charge for Services		536,929	387,908
Reimbursements		428,654	437,512
Miscellaneous (Refunds, interest, etc)		296,995	242,041
Petition Ditch Revenue		84,857	101,065
<b>TOTAL</b>	<b>100%</b>	<b>\$13,325,822</b>	<b>\$8,987,021</b>



## 2015 Expenditures

			2014 COMPARISON
Road Construction & Maintenance		7,609,514	5,221,373
Bridge Construction & Maintenance		3,489,799	1,228,167
Administrative		860,688	840,364
Road Salt		688,973	489,748
Fuel Expense		543,300	893,341
Ditch Maintenance		65,470	244,816
<b>TOTAL</b>	<b>100%</b>	<b>\$13,257,744</b>	<b>\$8,917,809</b>



## Major Equipment Purchased in 2015

EQUIPMENT	DEPARTMENT	COST
Two 2016 Western Star 4700SB Dump Trucks with Stainless Steel Beds	Highway	\$325,400
One Caterpillar 308E2 Mini Hydraulic Excavator	Highway	104,790
One 2015 GMC Sierra 2500HD 4WD Extended Cab Pickup Truck	Highway	27,606
Two "ODOT-Style" Snow Plows	Highway	20,580



# Future Major Projects

## ROADS

### COUNTY ROAD 25A PAVING PROJECT - SOUTH

Joint project with Tipp City. The project consists of the reconstruction/widening of County Road 25A from Michaels Road to St Rt 571.

Year: 2016 Total Cost: **\$4,000,000** Local Share: **\$160,000 (4%)** Other Funding: **\$3,840,000 - Federal (96%)**

### ELDEAN ROAD BERM STABILIZATION

This project consists of overlaying and widening Eldean Road between Washington Road and Experiment Farm Road.

Year: 2016 Total Cost: **\$214,274** Local Share: **\$42,855 (20%)** Other Funding: **\$171,419 - Federal (80%)**

### KESSLER-COWELSVILLE ROAD REPAVING

This project consists of paving Kessler-Cowlesville Road from Nashville Road to the west edge of Rosewood Creek Subdivision.

Year: 2016 Total Cost: **\$389,500** Local Share: **\$109,060 (28%)** Other Funding: **\$280,440 - OPWC (72%)**

### COUNTY ROAD 25A PAVING PROJECT - NORTH

This project consists of repaving County Road 25A from the Troy corporation line to the Piqua corporation line.

Year: 2017 Total Cost: **\$2,056,000** Local Share: **\$514,000 (25%)** Other Funding: **\$1,542,000 - Federal (75%)**

### TROY-SIDNEY BERM STABILIZATION AND OVERLAY

This project consists of overlaying and widening Troy-Sidney Road from Statler Road north to State Route 36.

Year: 2018 Total Cost: **\$368,827** Local Share: **\$103,272 (28%)** Other Funding: **\$265,555 - OPWC (72%)**

### COUNTY ROAD 25A GUARDRAIL UPGRADE

This project consists of upgrading obsolete guardrail along County Road 25A between Troy and Piqua.

Year: 2020 Total Cost: **\$300,000** Local Share: **None** Other Funding: **\$300,000 - Federal HSTP (100%)**

## BRIDGES

### REPLACEMENT: CASSTOWN-SIDNEY ROAD BRIDGE NO. 6.32

This project consists of replacing the existing steel beam bridge with pre-stressed concrete beams or pre-cast concrete boxes.

Year: 2016 Total Cost: **\$669,600** Local Share: **None** Other Funding: **\$669,600 - Ohio Bridge Partnership (100%)**

### REPLACEMENT: TROY-URBANA ROAD BRIDGE NO. 4.71

This project consists of replacing the existing steel beam bridge with pre-stressed concrete beams.

Year: 2017 Total Cost: **\$400,000** Local Share: **\$400,000 - Bridge Levy (100%)**

### REPLACEMENT: SHILOH ROAD BRIDGE NO. 3.51

This project consists of replacing the existing steel beam bridge with pre-stressed concrete beams.

Year: 2017 Total Cost: **\$291,000** Local Share: **\$105,000 (36%)** Other Funding: **\$186,000 - OWPC (64%)**

### REPLACEMENT: CROFT MILL ROAD BRIDGE NO. 0.37

This project consists of replacing the existing steel beam bridge with pre-stressed concrete beams.

Year: 2019 Total Cost: **\$1,391,000** Local Share: **\$69,550 (5%)** Other Funding: **\$3,800,000 - CEAO LBR (95%)**

## OTHER PROJECTS

**Ball Bank Curve Study:** This project, being conducted in 2016 by LJB, Inc. will accumulate data used to establish benchmarks for safe vehicular speeds around curves on county highways. Once collected, the data can be analyzed by our traffic engineer to determine if advisory signage is necessary on roadway curves. Cost for the study is \$48,280, 90% of which is funded with Federal grant dollars.



# Drainage

## CULVERTS

Our culvert replacement/upgrade program continued in 2015, as our crews replaced 41 structures at a total cost of \$156,003. We prioritize the replacement of culverts on road segments that are scheduled to be resurfaced, to avoid having to cut into any new roadway in the foreseeable future. The largest replacement occurred on Nashville culvert # 3.296, requiring that our Bridge Crew replace 56 feet of pipe at a cost of \$16,322. Other major culvert projects during the summer included replacement of the Miami-Shelby East culvert #1.102, a 42" pipe costing \$18,496, and the Elizabeth-Bethel culvert #1.272 at a cost of \$6994. In 2016 we plan to replace 40 to 50 culverts as part of our on-going culvert upgrade program.

**100**  
Typical lifespan in years  
of a concrete culvert  
installed by the  
Highway Dept.

## DITCHES

Annual assessments are collected to finance on-going maintenance on 23 ditches in Miami County (see chart at left). These assessments are collected from adjacent landowners who benefit from the drainage improvement. State law limits ditch fund maintenance reserves to a set percentage of the construction cost of the ditch. Eight ditches (double asterisk) require that the original construction cost...often decades old... be adjusted for inflation and other variables so that assessments keep pace with current-day maintenance costs. Six ditches (checkmarked) were re-evaluated to assure that collection rates were adequate, with their rates being adjusted accordingly for 2016. Three other ditches (single asterisk) are to be evaluated to determine if current assessment collection percentages need to be increased to generate sufficient maintenance revenue.

Routine ditch maintenance includes mowing and weed-spraying, but occasionally a drainage-way may require a cleanout or more



Leonard Ditch Mowing

extensive repair to restore drainage efficiency. In 2015 the Cottingham, Marsh, Frosty Landis, Leonard, Welsch, and several other ditches required such repairs. In 2016 we anticipate that 7 of the 23 ditches at left may require some sort of maintenance exceeding the norm, including ditch crossing replacement, tree and brush removal, open ditch cleanout, and tile main and/or spur repair/replacement.

Overgrown vegetation can interfere with drainage operation and/or capacity along our county-maintained ditches. In 2015 we contracted with Vegetation Tech, LLC and used our own county workforce to mow-trim sections of Leonard Ditch to restore ditch integrity.

Finally, as a safety measure and to improve overall drainage efficiency adjacent to the road right-of-way, ditch setback plans will be finalized for portions of Troy-Sidney Road during the summer of 2016.

DITCH NAME	No.	CONSTRUCTION COST	2015 ACTUAL ANNUAL COLLECTION	TYPICAL ANNUAL EXPENSES
** BEARD	807	\$10,876.54	\$1,300.56	\$1,700.00
** COTTINGHAM	806	\$10,815.11	\$3,267.37	\$3,650.00
✓ DYE MILL	805	\$22,460.67	\$5,025.16	\$6,900.00
* ** FRESHOUR	841	\$11,916.49	\$1,191.70	\$2,400.00
** FROSTY-LANDIS	826	\$34,082.69	\$2,722.02	\$2,900.00
✓ HARTSTEIN-SWEITZER	829	\$25,373.50	\$774.59	\$830.00
** HARWOOD	818	\$14,278.85	\$2,141.86	\$3,000.00
✓ HELMICK HARLACHER	833	\$37,225.00	\$1,489.42	\$3,800.00
✓ LANE-HATHAWAY	842	\$18,901.11	\$1,890.26	\$2,200.00
** LEONARD	811	\$49,627.41	\$20,027.85	\$22,000.00
LUTHERAN ROAD GP.		MONT.	\$388.51	MONT.
* MARSH	817	\$9,889.99	\$604.04	\$900.00
MOHLER JOINT	363	MONT.	\$1631.30	MONT.
MUMFORD	846	\$68,543.11	\$1,386.45	\$600.00
PEMBERTON	843	\$18,708.50	\$1,165.91	\$1,450.00
✓ REEDER	838	\$39,345.90	\$1,953.68	\$3,150.00
** REIGHARD	824	\$11,934.00	\$1,754.58	\$800.00
SHELBY COUNTY JT.		SHELBY	\$6,952.93	SHELBY
✓ SWAILES RUN	844	\$52,500.00	\$1,020.00	\$500.00
TROY-CONCORD	821	\$318,908.52	\$21,993.20	\$32,000.00
UPPER LUDLOW	845	\$264,994.15	\$1,913.80	\$1,200.00
* ** WAUGER BRANCH	808	\$44,862.73	\$4,482.92	\$6,300.00
WELSCH	814	\$18,665.30	\$887.01	\$425.00

* = EVALUATE CURRENT COLLECTION
** = CONSTRUCTION BASE NEEDS RE-EVALUATED
✓ = COLLECTION RATE ADJUSTED FOR 2016
- LUTHERAN RD. GP. JOINT AND MOHLER JOINT = MONT. CO. MAINT. - SHELBY COUNTY JT. DITCHES = SHELBY COUNTY MAINTENANCE

# Roads

The Highway Department is responsible for maintaining 424.23 miles of highways in serviceable condition using limited funding resources. We accomplish this through an aggressive preventive maintenance program designed to prolong the life of our highway pavement to the greatest extent possible. The two primary ways to extend pavement life are through the use of Dura Patching, which applies a mixture of bitumen and gravel to repair fractured/damaged roadway, and crack-sealing, where hot bitumen is used to seal pavement cracks. In 2015, our maintenance program included 75 miles of Dura-Patching, 14.5 miles of crack-sealing, and numerous berm repairs as needed.

**793**  
Overtime hours required  
for snow and ice removal  
during winter of  
2015-2016

The 2015 paving program resulted in 10.72 miles of county highways being paved with asphalt by JR Jurgensen Company at a cost of \$766,255. Roads resurfaced included portions of County Road 25A, Loy, Nashville, Scarff, Studebaker, Swailes, and Union Shelby Roads. As a cost-savings measure, Townships are invited to bid out their resurfacing needs in conjunction with the County Engineer's Office. As a result, 7.21 miles of Township road were chip sealed at a cost of \$117,308, and several miles were paved with asphalt. Of the 7.21 miles of township roads that were chip-sealed, 0.71 miles received an asphaltic fog seal to provide an additional wear layer. Depending upon the durability of the fog sealant over the next few years, this process may be used as a standard application on all future chip seal projects to extend the life of our pavements as economically as possible.



Mow-Trimming on LeFevre Road

The pervasive growth and expansion of invasive plants like Japanese Honeysuckle can interfere with the integrity of the road-right-of-way and result in site-distance concerns. In 2015 we contracted with Christy's Construction Co. to mow-trim sections of LeFevre and Fenner Roads in an effort to combat the problem. We also used county crews and equipment to mow-trim along Piqua-Troy Road and other roads of concern. As long as invasive plant species continue to thrive in our area, we will aggressively attempt to minimize their negative effects.

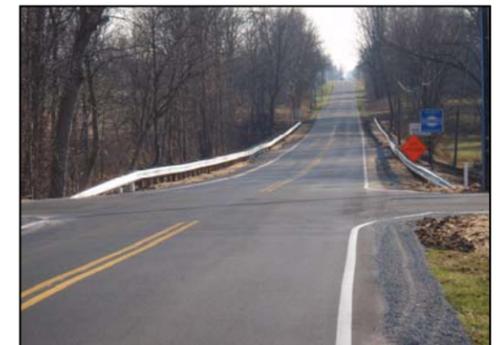
We continue to address the overwhelming die-off of native Ash trees due to Emerald Ash Borer, yet another invasive predator causing havoc in our area. Hundreds of dead standing Ash trees are scattered around the county in relative close proximity to roadways. In 2015 we used both in-house crews and contracted services to take down trees that posed a potential risk for motorists, but there remain many more trees that will need to be felled in the coming years as time and resources allow.

Of particular note in 2015 was the completion of the Eldean Road/CSX Spur reconstruction project. The total cost for the improvement was \$2,920,000, including construction, right-of-way, utility relocation, plan preparation, and engineering. 80% of the total cost was paid for with Federal STP funds, leaving \$700,598 that was financed with local funds. The project raised the railroad overpass and lowered the road in order to increase the vertical clearance from 9'8" to 14', thereby eliminating an obstruction that was hit by inattentive drivers several times a year. The road was also widened to accommodate a middle turn lane for use by drivers turning into area businesses and onto County Road 25A. Elimination of this bottleneck greatly enhances access to existing services, facilities, and residences in and around the Troy area.

Limited finances will continue to present challenges to our 2016 road maintenance program. Our forecast for resurfacing will remain below the industry standard, with only 10 miles of highway projected for paving in the coming year. Since funds are tight, we will continue to aggressively pursue outside revenue sources to help offset our costs.



Eldean Road/CSX Spur Reconstruction



Troy-Sidney Road Intersection Improvement

# Bridges

With 345 bridges of various ages and conditions scattered throughout the county, our Bridge Crew is never at a loss for work. In 2015, the largest bridge project completed by our in-house crew was replacement of Troy-Sidney Road Bridge #10.21. In conjunction with the bridge replacement, the narrow roadway and obstructed intersection just north of the bridge were reconfigured to greatly improve site clearances, drainage efficiency, and the overall traffic safety characteristics of the thoroughfare. Total cost for replacement of the bridge and reconstruction of the roadway was \$238,154, with Shelby County paying \$26,045 since they share maintenance responsibilities for a section of roadway improved by the project. All of the Miami County portion of the funding was financed with Miami County Bridge Levy dollars.

In addition to the Troy-Sidney project, our in-house crews also replaced Rudy Road Bridge #3.06 and Covington-Gettysburg Road Bridge #2.12. Bridge Levy dollars were used to pay the combined \$178,610 cost of these projects.

**587**  
Number of bridges replaced since 1951 with Bridge Levy dollars

In addition to in-house work, several bridge-related projects were contracted out in 2015. The largest project involved replacement of Eldean Road Bridge #3.51, which was completed concurrently with the Railroad Spur Bridge project in order to keep traffic disruption through the area to a minimum. We contracted with Eagle Bridge Company to complete the project for a total cost of \$2,414,981. Federal and bridge credit funds payed for 95% of the project, leaving \$148,997 as our local share. Other projects included guardrail repairs on Frederick-Garland Road Bridge #7.67, and expansion joint repairs on Horseshoe Bend Road Bridge #4.95, both contracted through Brumbaugh Construction Co. at a combined cost of \$ 23,787.

Overall, in 2015 we were able to remove two bridges from our list of reduced-load posted structures, leaving 16 posted bridges in our inventory. In future years our goal is to replace or rehabilitate at least two posted bridges each year.



Eldean Road Bridge #3.51



Rudy Road Bridge #3.06



Troy-Sidney Road Bridge #10.21



Bridge Crew Working on Replacement of Troy-Sidney Road Bridge #10.21



Covington-Gettysburg Road Bridge #2.12



Frederick-Garland Road Bridge #7.67

2016 will be another busy year for our bridge program, as we look to replace Owens Road Bridge #0.16, Casstown-Clark Road Bridge #2.06, and Burr Oak New Hope Road Bridge #3.50. In addition, we will be replacing the deck of Experiment Farm Road Bridge #3.18. 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. As always, our commitment is to seek out and use all available resources to insure the continued serviceability and safety of our county-wide bridge system.

# Signage/Traffic Control

## SIGN PROGRAM

During 2015 we replaced 331 of the roughly 9500 county and township signs we maintain in order to comply with new retro-reflectivity standards adopted by the Federal Highway Administration. This upgrade, initially begun in 2012, was completed for regulatory and warning signs 3 years prior to the 2018 deadline established by the FHA. With the regulatory and warning sign replacement now complete, we have begun to replace street name and guide signs throughout the county. We expect to complete this process within the next two years. The net effect of these upgrades is greatly improved sign visibility, both during the day and at night, leading to enhanced motorist safety.

**725**  
Average # of sign blanks purchased each year by the Highway Department

In addition to the above upgrades, our sign shop replaces an average of 170 signs each year due to accidents, and nearly 75 annually due to vandalism. The vandalism totals don't include signs that are replaced prior to the end of their 20-year life expectancy due to years of being dented, rocked, shot, etc.

In 2013 we contracted with LJB, Inc. to install a GPS-based software upgrade that enhances our in-house sign management capability. The software, which was 90% federally funded, provides immediate web-based access to precise location info, orientation, and sign parameters, allowing sign shop personnel to utilize the latest technology in tracking, placing, and maintaining our signs. In 2015 we continued to work out a few bugs in the software and upgraded our computer network capability in an effort to optimize the system's functionality. As we continue to interact with the program, we discover more ways that the software increases our overall sign program efficiency.

## TRAFFIC COUNTS/SPEED LIMIT STUDIES

We conduct 48-hour traffic counts at approximately 130 locations each summer on county and township roads. The traffic count data is used to establish priorities for roadway repair, repaving, lane-width alterations, signage requirements, and other highway-related improvements. Speed studies are occasionally conducted to determine appropriate speed limits based upon roadway improvements, alterations, or specific requests from township personnel. In 2015, speed studies were conducted on Scarff Road and Evanston Road.



## ACCIDENT DATA COLLECTION

In 2015 we received over 850 accident reports from the Miami County Sheriff's Department and our staff input relevant information from each report into a locally-managed database. Beginning in 2016, accident data will be automatically entered into a county-wide database by sheriff deputies as they complete accident reports digitally. Our staff can access the database to research any recurrent accident trends associated with a particular road, bridge, or intersection, then conduct further analysis to determine if a reasonable alteration could be implemented to increase motorist safety in the future.

## Tax Map

The Tax Map Department draws and maintains tax maps for over 51,000 parcels of land in Miami County. A tax map shows the shape, size 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 27,000 documents currently...are individually scanned so that digital copies are available by request via e-mail. Eventually, all tax map data will be integrated into the Geographic Information System (GIS) format, after which records will be available 24/7 from a variety of websites. As always, however, 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, in 2015 the department reviewed the content and mathematical accuracy of over 200 land surveys of individual properties filed for record with the County Engineer. The department also reviewed and checked the mathematical accuracy of 50 Recorder's Plats, which consist primarily of residential and commercial subdivisions, street and alley vacations, annexations, and right-of-way plans of road projects. Finally, the department reviewed and approved the legal description on the deed of every property transferred in Miami County. In 2015, 4352 deeds/affidavits were recorded, each one containing one or more legal descriptions requiring review by the department.