

Darke - Preble - Shelby Regional Transportation Improvement Program State Fiscal Years 2026-2029 March 2025 Final Draft



Darke-Preble-Shelby

Regional Transportation Improvement Program

State Fiscal Years 2026-2029

Adopted: May 2025

Anticipated

As information becomes available, highlighted sections will be updated prior to the final RTIP approval

Miami Valley Regional Planning Commission
6 North Main Street
Dayton, Ohio 45402

This document is the product of a study financed by the United States Department of Transportation (U.S. DOT), Ohio Department of Transportation (ODOT), and the Miami Valley Regional Planning Commission.

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MIAMI VALLEY

Regional Planning Commission

RESOLUTION #25-XXX
ADOPTING THE DARKE-PREBLE-SHELBY SFY 2026-2029
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Darke-Preble-Shelby Regional Transportation Planning Organization (DPS RTPO) is designated as the Regional Transportation Planning Organization (RTPO) by the Governor for Darke, Preble, and Shelby counties; and

WHEREAS, the DPS RTPO Policy Board serves as the policy and decision making body through which local governments conduct the DPS RTPO transportation planning process; and

WHEREAS, federal and state directives provide for RTPOs to develop a Regional Transportation Improvement Program (RTIP) in cooperation with state and local officials, regional and local transit operators, and other affected transportation and regional planning and implementing agencies, and

WHEREAS, the DPS RTPO SFY 2026-2029 RTIP records the transportation improvement projects, their scopes of work, funding sources, and funding amounts that will be implemented in the DPS RTPO transportation program over the next four years; and

WHEREAS, the DPS RTPO SFY 2026-2029 RTIP developed by the Miami Valley Regional Planning Commission (MVRPC), as the designated Regional Transportation Planning Organization for the Darke, Preble, and Shelby county area, is consistent with the Darke-Preble-Shelby 2050 Regional Transportation Plan and its policies; and

WHEREAS, the DPS RTPO SFY 2026-2029 RTIP is fiscally constrained; and

WHEREAS, the DPS RTPO SFY 2026-2029 RTIP was developed and reviewed consistent with MVRPC's Public Participation Policy, has been reviewed and accepted by the RTPO Steering Committee and has been coordinated with regional and local transit operators and local community officials;

NOW THEREFORE BE IT RESOLVED:

1. The RTPO members of the MVRPC Board of Directors adopt the DPS RTPO SFY 2026-2029 Regional Transportation Improvement Program.
2. The RTPO members of the MVRPC Board of Directors approve submission of the DPS RTPO SFY 2026-2029 RTIP to the Ohio Department of Transportation, for consideration of inclusion in the Ohio 2026 - 2029 Statewide Transportation Improvement Program.

BY ACTION OF THE Darke-Preble-Shelby Regional Transportation Planning Organization Board of Directors.

Brian O. Martin
Executive Director

Rachael Vonderhaar, Third Vice-Chairperson
Board of Directors of MVRPC

Date

Sara Lommatzsch, Chairperson
Board of Directors of MVRPC

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Chapter 1

Introduction

The History and Responsibilities of Ohio Regional Transportation Planning Organizations

Moving Ahead for Progress in the 21st Century (MAP-21) was the federal transportation bill (signed into law in 2012) that first provided guidance to formally designate Regional Transportation Planning Organizations (RTPOs) to assist the state Departments of Transportation (DOTs) in conducting the nonmetropolitan transportation planning process (23 USC 135). In July 2013, the Ohio Department of Transportation (ODOT) began designating RTPOs and funding them to provide planning services to the RTPO Region’s local government members. RTPO responsibilities include the review and coordination of transportation system project investments with regional community and economic development plans. RTPOs also conduct a broad range of transportation planning activities within their regions and are responsible for creating several key recurring planning documents (see 23 CFR 450.210(d)). These required planning documents include:

1. A multimodal Regional Transportation Plan (RTP) for the region
2. An annual Unified Planning Work Program (UPWP)
3. A biennial Regional Transportation Improvement Program (RTIP)

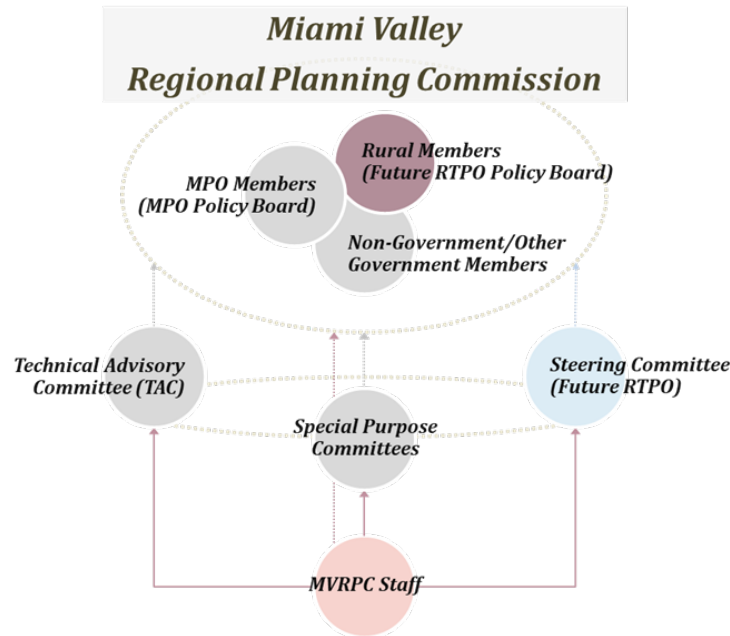
The Darke-Preble-Shelby Regional Transportation Planning Organization

After participation in the RTPO Pilot Program and successfully adopting the first Regional Transportation Plan for the Region, MVRPC was officially designated as an RTPO on December 18, 2024. The Darke-Preble-Shelby RTPO serves Darke, Preble, and Shelby counties in west central Ohio and is referred to as the DPS RTPO in this document. The purpose of the DPS RTPO is to conduct the nonmetropolitan transportation planning processes for Darke, Preble, and Shelby counties and advance transportation planning and partnerships that benefit both the Ohio Department of Transportation (ODOT) and the member governments of the Region. The vision of the DPS RTPO is to improve the Regional multimodal transportation system in a manner that supports enhanced accessibility and mobility for all people and freight— resulting in a higher quality of life for residents and more economic development opportunities.

In addition to being the DPS RTPO, MVRPC serves as the Metropolitan Planning Organization (MPO) for Greene County, Miami County, Montgomery County, and the municipalities of Franklin, Franklin Township, Carlisle, and Springboro in Northern Warren County. Figure 1.1 highlights the RTPO and MPO structure within the overall MVRPC organization.



Figure 1.1 – MVRPC Board and Member Organizations



The largest employment sectors and drivers within the Region are manufacturing, retail trade, health care and social services, and education services. These sectors drive a large portion of the economy within the Region. Commercial retail development and trading has also increased and is now a large percentage of employment in the counties. As of 2020, the Region is home to 141,110 people in 1,434 square miles with 89 units of county, city, village, and township governments.

The Region is served by an array of transportation modal choices including an extensive network of roads, transit services, bikeways, pedestrian facilities, and general aviation facilities.

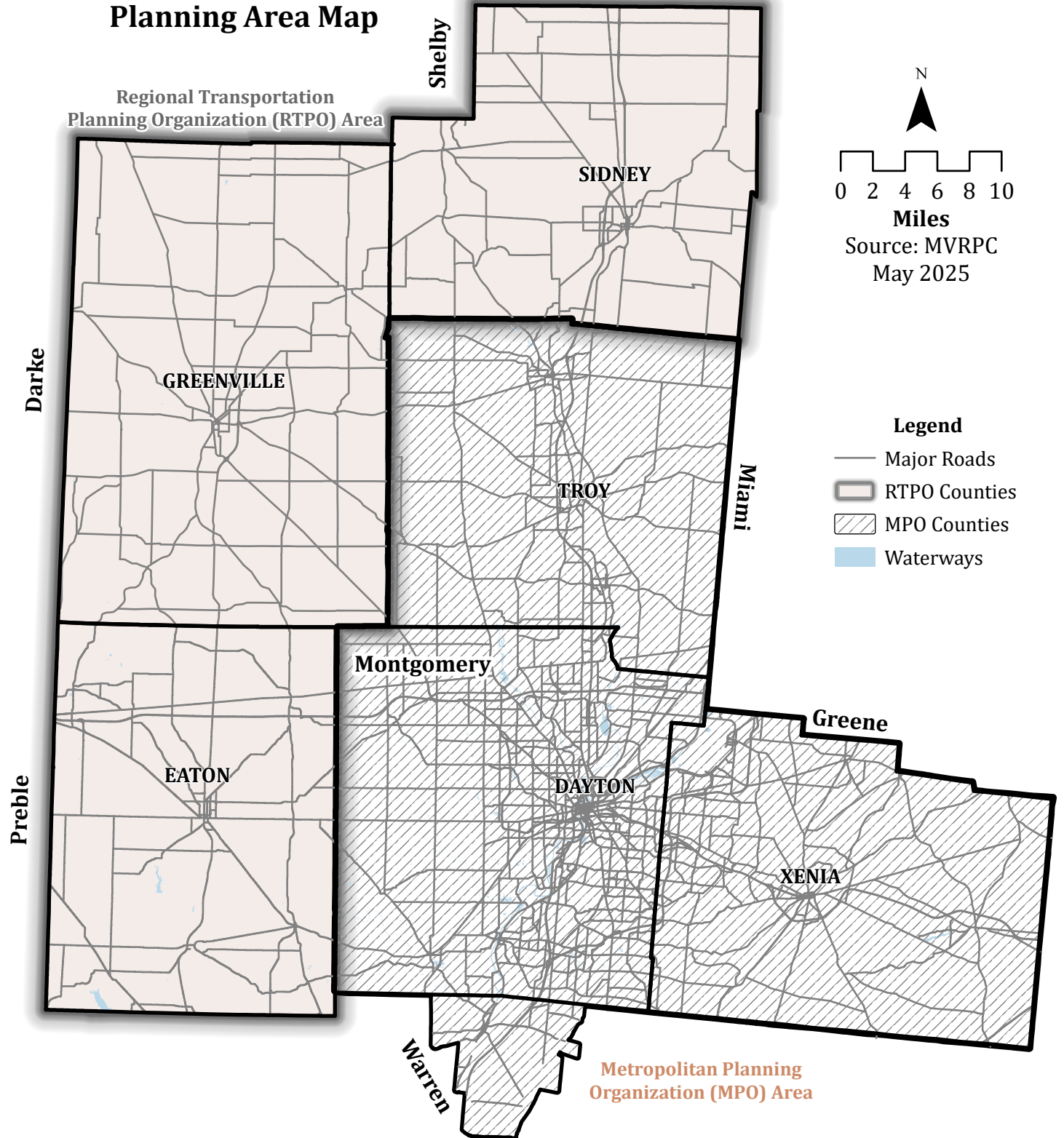
Regional Transportation Improvement Program Overview

The RTIP is a comprehensive and financially-constrained listing of regional transportation projects and services that are scheduled for some phase of implementation within the four year STIP period. The projects identified in the RTIP were selected through a continuing and cooperative planning effort between the DPS RTPO, the State of Ohio, and local entities. They are in alignment with the goals of the DPS RTPO transportation plan, Darke-Preble-Shelby 2050 Regional Transportation Plan, that was adopted in June 2024. The projects have funding commitments from a variety of federal, state and local sources and all regionally significant projects are included in the RTIP. The program of projects maintains a balance of local and regional needs, and includes projects from all modes of transportation including highways, public transportation or transit, bike facilities, and pedestrian facilities.

The development of the RTIP is the responsibility of MVRPC through the DPS RTPO, which is the designated RTPO for Darke, Preble, and Shelby counties. The RTIP is developed on a biennial basis in conjunction with the development of the Statewide Transportation Improvement Program (STIP). Once the RTIP is adopted by the DPS RTPO Policy Board, it is then submitted for consideration to ODOT for inclusion in Ohio’s STIP.



**Figure 1.2
MVRPC Transportation
Planning Area Map**



Consistency with the Regional Transportation Plan

MVRPC completed its Regional Transportation Plan (RTP) titled the Darke-Preble-Shelby 2050 Regional Transportation Plan in 2024. This Plan is required to cover a minimum 20-year time horizon, and must analyze all transportation needs over that time period, including roadway, transit, and non-motorized modes of travel.

The goals and objectives adopted in the RTP establish the DPS RTPO's overall approach to the prioritization of transportation projects and investments. These goals and objectives are included below in Table 1.1.

Table 1.1 – Darke-Preble-Shelby RTPO Regional Goals

Goal	Objective(s)
Safety	<ul style="list-style-type: none"> • Improve safety by reducing crashes. • Evaluate routes with high Amish populations to accommodate mixed buggy/vehicular traffic. • Evaluate and define truck and alternative truck routes including improved signage. • Evaluate rail crossings for extended blockages.
System Preservation	<ul style="list-style-type: none"> • Support projects that maintain the condition of the existing transportation system in a state of good repair. • Upgrade the electrical system in preparation for an increase in transportation system electrification.
Mobility	<ul style="list-style-type: none"> • Leverage and expand existing public transportation services by establishing an on-demand, multi-county, mobility management one-call center. • Explore cross-county public transportation options. • Improve the sidewalk and bikeway network to facilitate access to employment hubs and as a form of active transportation. • Research and leverage new technologies to improve the mobility of seniors and those without access to an automobile.
Economic Development	<ul style="list-style-type: none"> • Improve access to employment hubs and routes for commuters. • Improve access to Interstates to facilitate the movement of goods and attract new businesses and residents. • Identify regional growth areas to plan for improvements in advance of development.
Quality of Life	<ul style="list-style-type: none"> • Conduct a study to assess the feasibility of connecting the cities and villages in the Region to each other and to the wider statewide network through a network of bikeways. • Preserve the rural character of the area by protecting agriculture while diversifying economic opportunities.
Stewardship	<ul style="list-style-type: none"> • Address transportation priorities in an equitable manner consistent with environmental principles. • Research and seek existing and new funding sources to further the goals of the DPS RTPO.



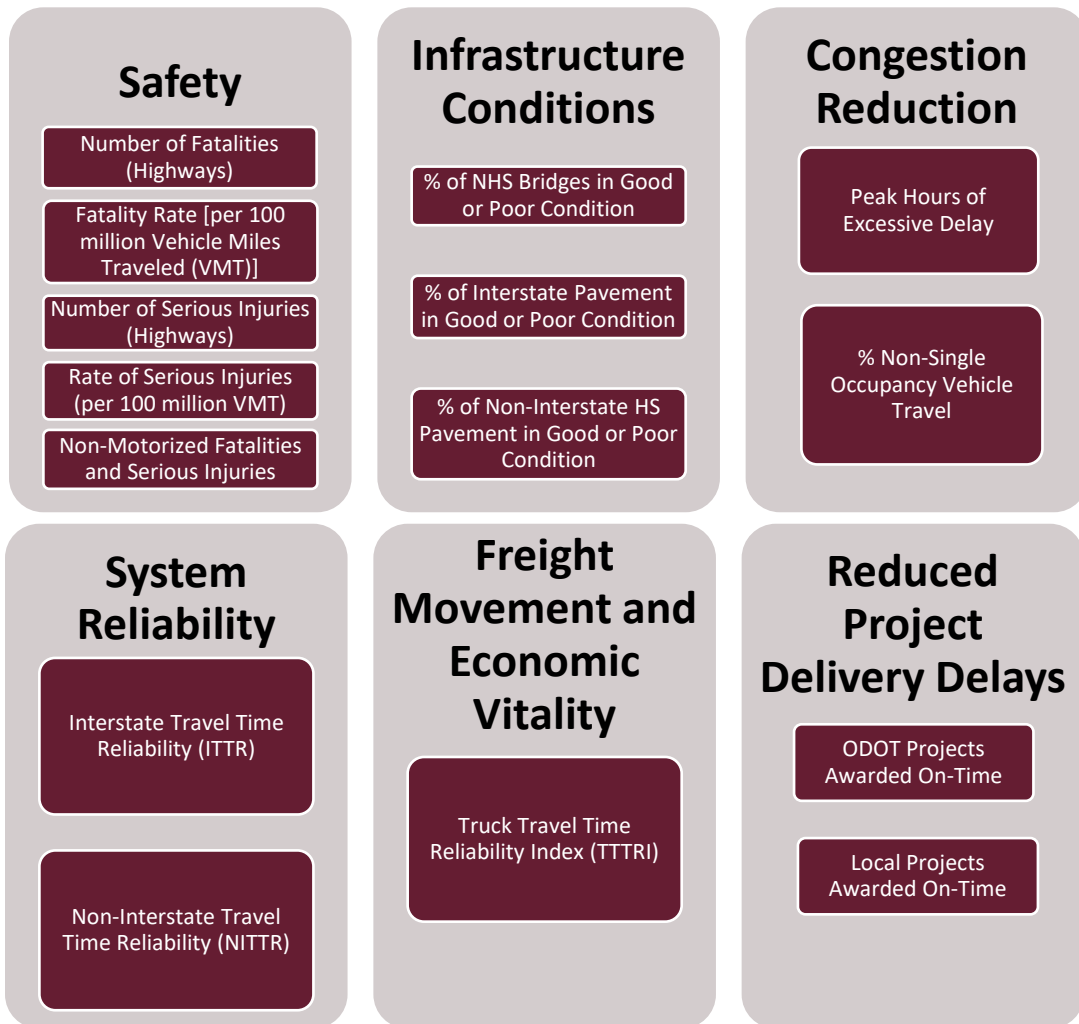
Chapter 2

Performance Based Planning And Programming

Introduction

FHWA and FTA have developed a series of performance measures that every state must monitor to determine how effectively their transportation investments are advancing the national performance goals. A list of the national goal areas and associated performance measures are shown below in Figure 2.1.

Figure 2.1 – National Transportation Goal Areas and Performance Measures



Source: ODOT

Statewide transportation targets have been established for each of these performance metrics. The targets were established by a coordinated effort between ODOT, MPOs, and RTPs. A current summary of ODOT’s performance targets can be seen in Table 2.1.



Table 2.1 – Summary of Ohio’s Performance Targets

Target Areas	Performance Measures	Network	Target Adoption Date	Target Adopted	
PM 1	Safety	All Public Roads	August 2024	1,180.0	
				Rate of Fatalities	1.08
				Number of Serious Injuries	7,482.0
				Rate of Serious Injuries	6.51
				Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	809.0
PM 2*	Pavement Condition	Interstate System	February 2022	> 55%	
				Percentage Interstate System in Poor Condition	< 1%
	NHS Non-Interstate	February 2022	> 40%		
			Percentage non-Interstate System in Poor Condition	< 2%	
	Bridge Condition	NHS	February 2022	> 55%	
				Percentage of NHS bridges by deck area in Poor condition	< 3%
PM 3*	NHS Travel Time Reliability	Interstate System	February 2022	> 85%	
		NHS Non-Interstate	February 2022	> 80%	
	Freight	Interstate System	February 2022	< 1.5	

Source: ODOT

*The 2 and 4-year performance targets for each measure in PM Targets 2 and 3 are the same and noted above once per measure.

Please refer to ODOT’s latest [Transportation System Performance Report](#) for additional information.



Darke-Preble-Shelby Regional Transportation Planning Organization’s Federal Transportation Performance Measures

The following is a list of the federally required transportation measures applicable to the DPS RTPO Region (see 23 CFR 490). The DPS RTPO works with ODOT and other local transportation partners to ensure Regional transportation projects are selected to effectively address transportation performance measures.

PM1: Safety Performance Measures

Federal Rule 23 CFR 490.207 requires states to establish five safety performance measures and set targets for those measures to demonstrate fatal and serious injury reductions on all public roads. The figure below shows the safety performance measures, baselines, and targets. These measures are evaluated on a 5-year rolling average.

- **Number of Fatalities (highways)**
 - 2023 Baseline: 1,228.2
 - 2025 Target: 1,180.0
- **Fatality Rate (per 100 million vehicle miles traveled (VMT))**
 - 2023 Baseline: 1.12
 - 2025 Target: 1.18
- **Number of Serious Injuries (highways)**
 - 2023 Baseline: 7,790.5
 - 2025 Target: 7,482.0
- **Rate of Serious Injuries (per 100 million VMT)**
 - 2023 Baseline: 6.77
 - 2025 Target: 6.51
- **Non-Motorized Fatalities & Serious Injuries**
 - 2023 Baseline: 842.4
 - 2025 Target: 809.0

Table 2.2 below shows the projects and amount of funding being invested to improve the safety of the DPS RTPO transportation system. There are 11 total projects in the DPS RTPO focusing on improving safety with a total funding amount of \$35.7 million.

Table 2.2 – Darke-Preble-Shelby RTIP Projects Improving Safety*

Projects Funded With HSIP Dollars	HSIP Dollars (in Millions)	Projects Funded Without HSIP Dollars	Non-HSIP Dollars (in Millions)
7	\$ 29.6 M	4	\$ 5.7 M

Source: ODOT

*Projects that have safety funding or a primary project purpose group value of “Safety” or that have one of the following federal improvement codes (Safety, Safety & Education of Pedestrians/Bicycles).



PM2: Infrastructure Condition Measures

23 CFR 490.307 and 23 CFR 490.407 establish performance measures to evaluate the condition of the National Highway System (NHS) pavements and bridges. The table below shows these performance measures along with their baselines, 2-year targets, and 4-year targets in Ohio.

Table 2.3 – NHS Pavement Performance Measures

NHS Pavement Performance Measures	2022 Baseline	2-Year Target	4-Year Target
Percent of Interstate Pavements in Good Condition	72.9%	> 55%	> 55%
Percent of Interstate Pavements in Poor Condition	0.1%	<1%	<1%
Percentage of Non-Interstate NHS Pavements in Good Condition	46.4%	> 40%	> 40%
Percentage of Non-Interstate NHS Pavements in Poor Condition	1.9%	< 2%	< 2%

Source: ODOT

Table 2.4 – NHS Bridge Performance Measures

NHS Bridge Performance Measures	2022 Baseline	2-Year Target	4-Year Target
Percent of NHS Bridges in Good Condition	60.9%	> 55%	> 55%
Percent of NHS Bridges in Poor Condition	2.0%	< 3%	< 3%

Source: ODOT

The tables below show the total number of projects and amount of funding that is being invested to maintain and improve NHS pavement and bridge conditions in the DPS RTPO Region during the STIP period.

Table 2.5 – Darke-Preble-Shelby RTIP Projects Improving Pavements

Road Type	Number of Projects	Lane Miles Improved*	Construction \$ (in Millions)**
Interstate	1	13	\$ 3.4 M
Non-Interstate	5	22	\$ 4.0 M

Source: ODOT

*Sum of road segments on the RTIP that have pavement treatments.

**Sum of construction contract costs on RTIP projects that are devoted specifically to improving pavement condition of interstates or non-interstate NHS roads.



Table 2.6 – Darke-Preble-Shelby RTIP Projects Improving NHS Bridges

Number of Projects	Bridges Improved*	Construction Dollars (in Millions)**
1	2	\$ 4.1 M

Source: ODOT

*Sum of bridges in RTIP projects that have bridge treatments.

**Sum of construction contract costs on RTIP projects that are devoted specifically to improving bridge conditions of NHS bridges.

PM3: Travel Time Reliability Measures

Travel Time Reliability

23 CFR 490.507 and 23 CFR 490.607 established the performance measures for the Level of Travel Time Reliability (LoTTR) on the NHS system. The table below shows these performance measures along with their baselines, 2-year targets, and 4-year targets in Ohio.

Table 2.7 – NHS Travel Time Reliability Performance Measures

LoTTR on NHS System	2022 Baseline	2-Year Target	4-Year Target
Percent of person-miles traveled on the Interstate that are reliable	98.8%	> 85%	> 85%
Percent of person-miles traveled on the Non-Interstate NHS that are reliable	96.4%	>80%	> 80%
Interstate Truck Travel Time Reliability Index	1.19	< 1.50	< 1.50

Source: ODOT

There are no projects related to travel time reliability programmed for the DPS RTPO Region for the SFY 2026-2029 RTIP.

Non-Single Occupancy Vehicle (SOV) Travel

Projects that reduce the total number of vehicles on Ohio’s roadways and those which improve traffic flow/reduce vehicle idling also contribute to the reduction in these mobile source pollutants. The table below shows the project and investment in the DPS RTPO region that will assist with Non-Single Occupancy Vehicle (Non-SOV) travel.

Table 2.9 – RTIP Projects Improving Non-SOV Travel*

Total Non-SOV Projects	Total Non-SOV Dollars (in Millions)
1	\$ 4.7 M

Source: ODOT

*Projects that have a primary project purpose related to one of the following (Pedestrians, Bicycles, Rideshare) or that have one of the following federal improvement codes (Facilities for Pedestrians & Bicycles) – note that transit projects and expenditures are captured separately in the transit state of good repair section.



Transit Asset Management

FTA's Transit Asset Management (TAM) rule became effective on October 1, 2016. This rule applies to all recipients and subrecipients of federal transit funding that own, operate, or manage public transportation capital assets. The purpose of the TAM is to help achieve and maintain a state of good repair (SGR) for the nation's public transportation assets. It requires transit agencies to establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance, and to establish performance targets for four national performance measures:

- **Facilities:** % of facilities in an asset class, rated < 3 on the Transit Economic Requirements Model (TERM) scale.
- **Equipment:** % of vehicles that have met or exceeded their Useful Life Benchmark (ULB).
- **Rolling Stock:** % of vehicles that have met or exceeded their ULB.
- **Infrastructure:** % of track segments with a performance restriction.

ODOT has set the following performance targets and measures for facilities, equipment, and revenue vehicles based on the TERM scale. High values indicate better asset conditions; a value of 3 indicates an adequate condition on the TERM scale.

Facilities

Table 2.11 – Ohio's Rural Facility Asset Performance Targets

Asset Class (NTD)	Performance Target	Performance Measure
Passenger Facilities	0% below a 3	0%
Maintenance Facilities	22% below a 3	16%
Administrative Facilities	38% below a 3	16%

Source: ODOT

The two Regional transit facilities for Shelby Public Transit and City of Greenville both have a value of 4 on the TERM scale.

Equipment

Equipment includes service vehicles and equipment not attached to or a part of a facility that has a replacement value greater than \$50,000.

Table 2.12 – Ohio's Rural Equipment Asset Performance Targets

Asset Class (NTD)	Asset Class (ODOT)	Performance Target	Performance Measure
Non-Revenue Vehicle	Service Vehicle	100% less than 10 years old	36%
Equipment	Mobile Vehicle Lift	100% less than 14 years old	100%
Equipment	Generator	100% less than 10 years old	100%

Source: ODOT



Rolling Stock Vehicles

Table 2.13 – Ohio’s Rural Rolling Stock Asset Performance Targets

Asset Class (NTD)	Asset Class (ODOT)	Performance Target	Performance Measure
Automobile	Automobile (AO)	30% older than 8 years	20%
Bus	Heavy Duty Bus (B30-HD, B35-HD, B40-HD, B45-HD, B60-HD); Medium Duty Bus (B30-D, B35-MD); Light Duty Bus (B30-LD)	21% older than 14 years	0%
Cutaway Bus	LTL/LTN, LTV, LTV-FS, LTV-HC, LTV-N, LTV-S	2% older than 10 years	8%
Van	Accessible Vans (AV); (BSV); Converted Vans (CV); Modified Mini Van (MMV); (MV-1); Mini-Vans (SMV)	10% older than 8 years	23%

Source: ODOT

According to the FTA’s 2023 National Transit Database’s Annual Agency Profiles for the Greenville Transit System and Shelby Public Transit System, the average fleet age of vehicles in the Greenville Transit System was 8.0 years old and 3.6 years in the Shelby Public Transit system.

ODOT’s Office of Transit typically only programs projects on rural areas on an annual basis following solicitation for various statewide programs. The table below show available statewide budgets for programs that transit agencies in the DPS Region are eligible for.

Table 2.14 –Funding Program Estimates in SFY 2026-2029 STIP

Funding Program	FY 2026 (in Millions)	FY 2027 (in Millions)	FY 2028 (in Millions)	FY 2029 (in Millions)
5310	\$ 6.0	\$ 6.2	\$ 6.4	\$ 6.6
5311	\$ 34.5	\$ 35.5	\$ 36.6	\$ 37.7
5339	\$ 4.1	\$ 4.2	\$ 4.4	\$ 4.5

Source: ODOT

There are currently no specific transit projects programmed in the DPS Region, transit agencies in the Region are eligible for funding programs in Table 2.14



Transit Safety Performance

In July 2018, the FTA published the Public Transit Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants and all rail transit systems to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS) using a risk-based approach. The FTA determined that operators that only receive funds through FTA's Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) and/or Formula Grants for Rural Areas (Section 5311) pose a lower safety risk than larger operators¹. As a result, the FTA continues to defer the applicability of the requirements of PTASP regulation for small operators—this includes all three transit agencies in the RTPO.

Rural transit agencies are not required to set performance targets for each of the performance measures as identified in the most recent National Public Transportation Safety Plan (NSP) that are listed below:

- System reliability: mean distance between major mechanical failures.
- Safety events: number and rate per total vehicle revenue miles by mode.
- Fatalities: number and rate per total vehicle revenue miles by mode.
- Injuries: number and rate per total vehicle revenue miles by mode.

However, they are required to record and report the total number of major and minor safety events along with their related injuries and fatalities. As of November 2024, no major or minor safety events had occurred in either the Greenville Transit System or Shelby Public Transit system per the data available in the FTA's National Transit Database. The Preble County Council on Aging has no transit system data available yet due to its recent establishment in 2023, so no statement on safety events can be made as of January 2025. Additionally, no fatalities or injuries have been reported at any transit agency in the Region as of January 2025.

¹ More information on PTASP regulations can be found on the Federal Transit Agency website at [https://www.transit.dot.gov/PTASP-FAQs#:~:text=The%20Public%20Transportation%20Agency%20Safety%20Plans%20\(PTASP\)%20regulation%20takes%20a,or%20Formula%20Grants%20for%20Rural](https://www.transit.dot.gov/PTASP-FAQs#:~:text=The%20Public%20Transportation%20Agency%20Safety%20Plans%20(PTASP)%20regulation%20takes%20a,or%20Formula%20Grants%20for%20Rural)



Chapter 3

Environmental Justice, Title VI, and ADA Compliance

Regulatory Framework

Environmental Justice Overview

Environmental Justice (EJ) requirements were established by Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations”. EJ requires all federally funded agencies, including MVRPC and the DPS RTPO more specifically, to identify and address disproportionately high and adverse human health or environmental effects of their actions on minority and low-income populations to the greatest extent practicable and permitted by law. Agencies must also develop strategies to address any disproportionate and adverse impacts that are brought to light.

There are three fundamental environmental justice principles:

1. Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
2. Ensure the full and fair participation of all potentially affected communities in the transportation decision-making process.
3. Prevent denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

MVRPC adopted four main approaches to address EJ issues, following ODOT’s “Guidance and Best Practices for Incorporating Environmental Justice into Ohio Transportation Planning and Environmental Processes” and recommendations of the Ohio EJ Task Force. This guidance document presents methods and approaches for ensuring that the interests of minority and low-income populations are considered and the impacts on these populations are identified and addressed within the current transportation decision-making processes. Further, it presents concepts for developing public participation programs that reach target populations. MVRPC’s approach included:

- Defining target populations;
- Identifying target areas;
- Conducting tests for adverse impacts; and
- Additional public participation efforts to fully engage diverse population groups—including LEP individuals.

The DPS RTPO utilized U.S. Census Bureau Data from the 2020 Decennial Census and 2016-2020 American Community Survey estimates to perform an in-depth analysis that also included other vulnerable populations (zero-car households, persons with a disability, and adults at or over the age of 65). The analysis can be found in Section 2.3 (page 29) of the [Darke-Preble-Shelby 2050 Regional Transportation Plan](#).



Title VI Overview

MVRPC acknowledges the importance of ensuring that everyone has the opportunity to be involved in the region’s transportation planning process, regardless of their background or abilities. Title VI of the Civil Rights Act of 1964 states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance”. As a recipient of federal funding and as required by Title VI, MVRPC has adopted the following non-discrimination policy:

As a recipient of federal transportation funds, the Miami Valley Regional Planning Commission provides [Assurance of Compliance](#) with U.S. Department of Transportation requirements in regard to Title VI and Civil Rights. MVRPC’s Title VI program is described in a document entitled “[Miami Valley Regional Planning Commission Title VI Program Plan and Procedures Description](#),” which includes instructions on how to file a complaint and a complaint form. As recipients of federal funds, the Miami Valley Regional Planning Commission and their contractors, subcontractors, material suppliers, vendors, and consultants must:

- Ensure nondiscrimination in all of their programs and activities, whether those programs and activities are federally funded or not. The factors prohibited from consideration as a basis for discriminatory action or inaction include race, color, national origin, biological sex, sexual orientation and gender identity, disability, age, religion, genetic information, military status, low-income status, or limited English proficiency.
- Provide Equal Employment Opportunity by not discriminating in employment based on race, religion, color, sex, national origin, disability, genetic information, age, sexual orientation, or military status.

Any person who believes that he or she has been excluded from participation in or has been denied the benefits or services of any program administered by DPS RTPO, on the basis of race, color, national origin, gender, age, disability or income status may file a complaint of discrimination under Title VI, other non-discrimination statutes, and executive orders. A complaint may be filed directly with the DPS RTPO, the Ohio Department of Transportation (ODOT), the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). Please contact Fabrice Juin at 937-223-6325 or fjuin@mvrpc.org to file a complaint or if you have any questions. You may also refer to the MVRPC Non-Discrimination Policy at <https://www.mvrpc.org/non-discrimination-policy> for additional information and any related forms and procedures.

Throughout the SFY 2026-2029 RTIP planning process, MVRPC engaged in a number of outreach measures to ensure that the various Title VI communities had the opportunity to participate in the transportation planning process. These outreach measures are detailed in the final section of this chapter.

The DPS RTPO embraces diversity and inclusivity and provides an environment of non-discrimination. The SFY 2026-2029 RTIP planning process was conducted with these important considerations in mind and is compliant with all Title VI regulations and requirements.



Americans with Disabilities Act Overview

The Americans with Disabilities Act (ADA) prohibits discrimination based on disability and requires all public agencies to provide safe, equal access to their programs, activities and facilities. MVRPC values the input of all the Region’s residents in the transportation planning process, regardless of their abilities.

DPS RTPO carefully considered the needs of all of the Region’s residents throughout the SFY 2026-2029 RTIP planning process, meeting or exceeding all ADA requirements. Outreach measures are detailed at the end of this chapter.

Analysis of Environmental Justice and Other Vulnerable Populations

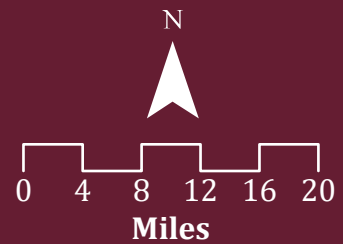
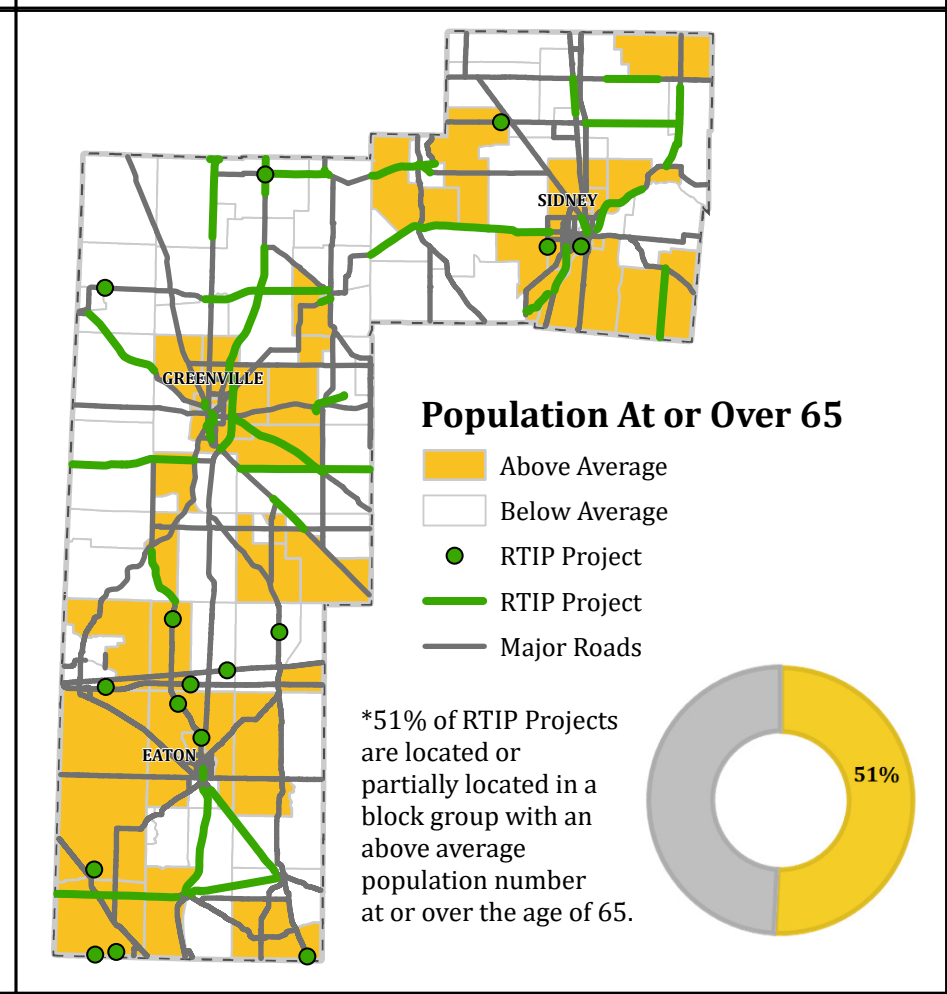
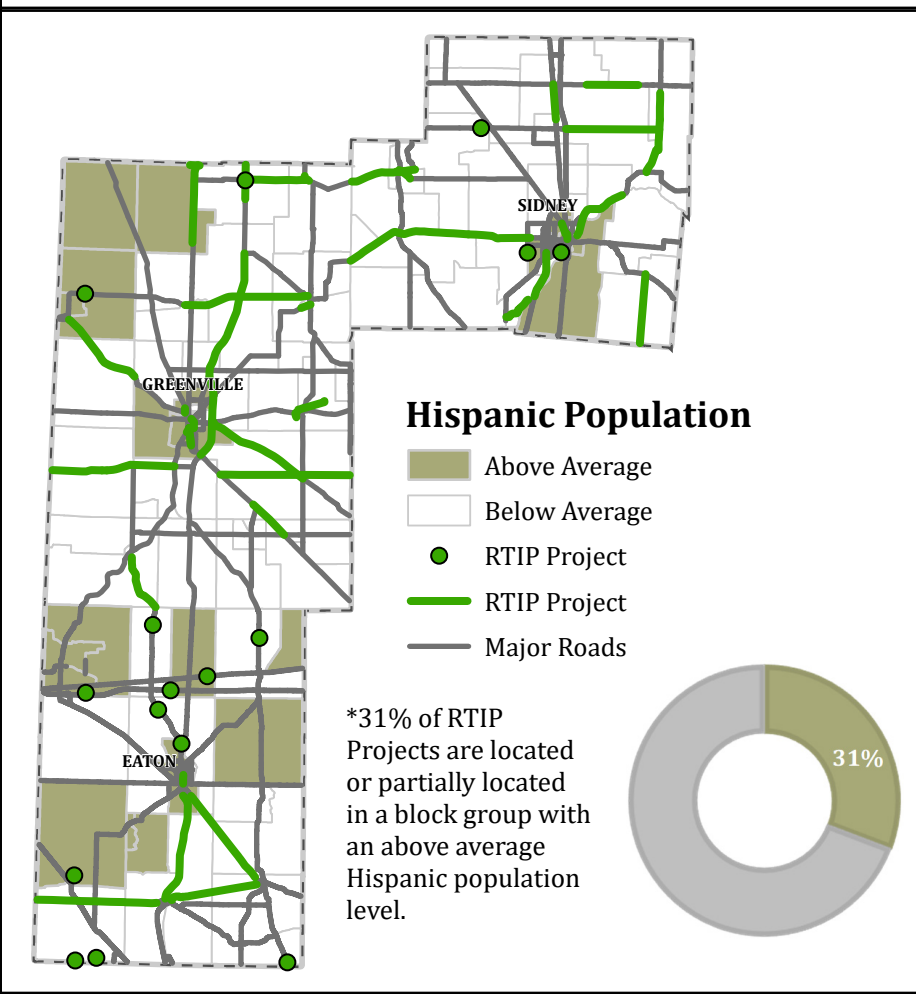
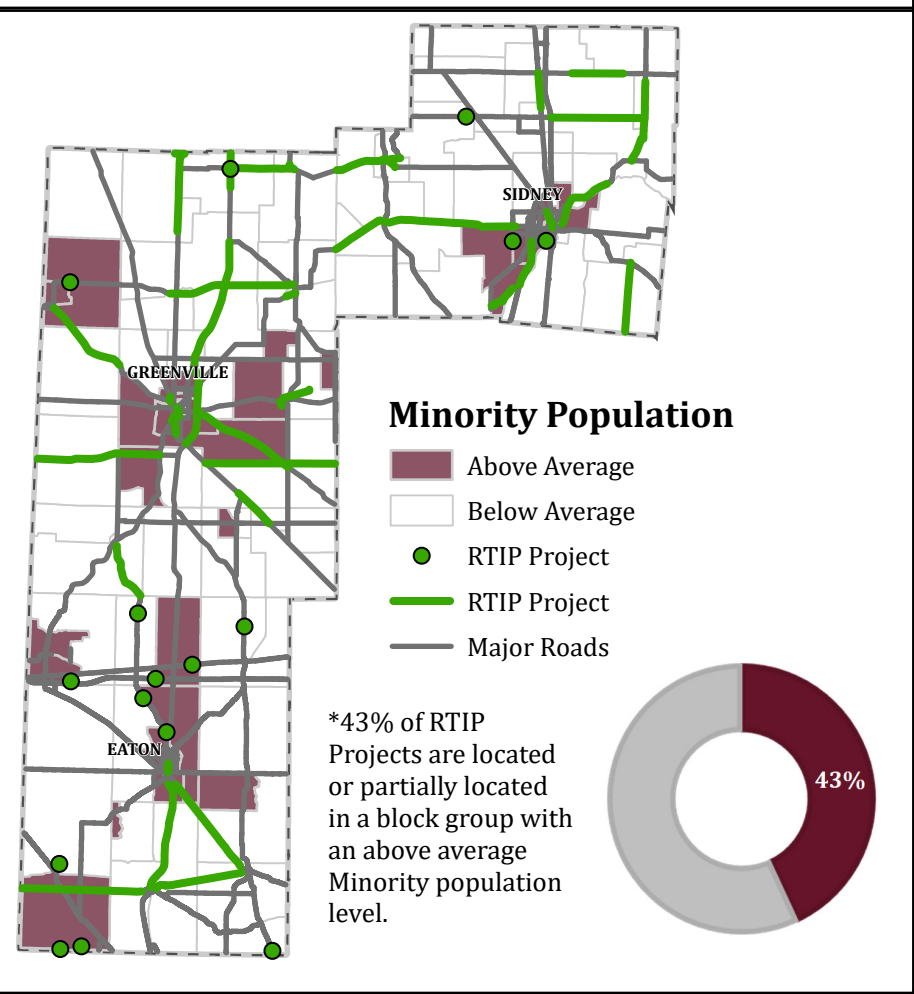
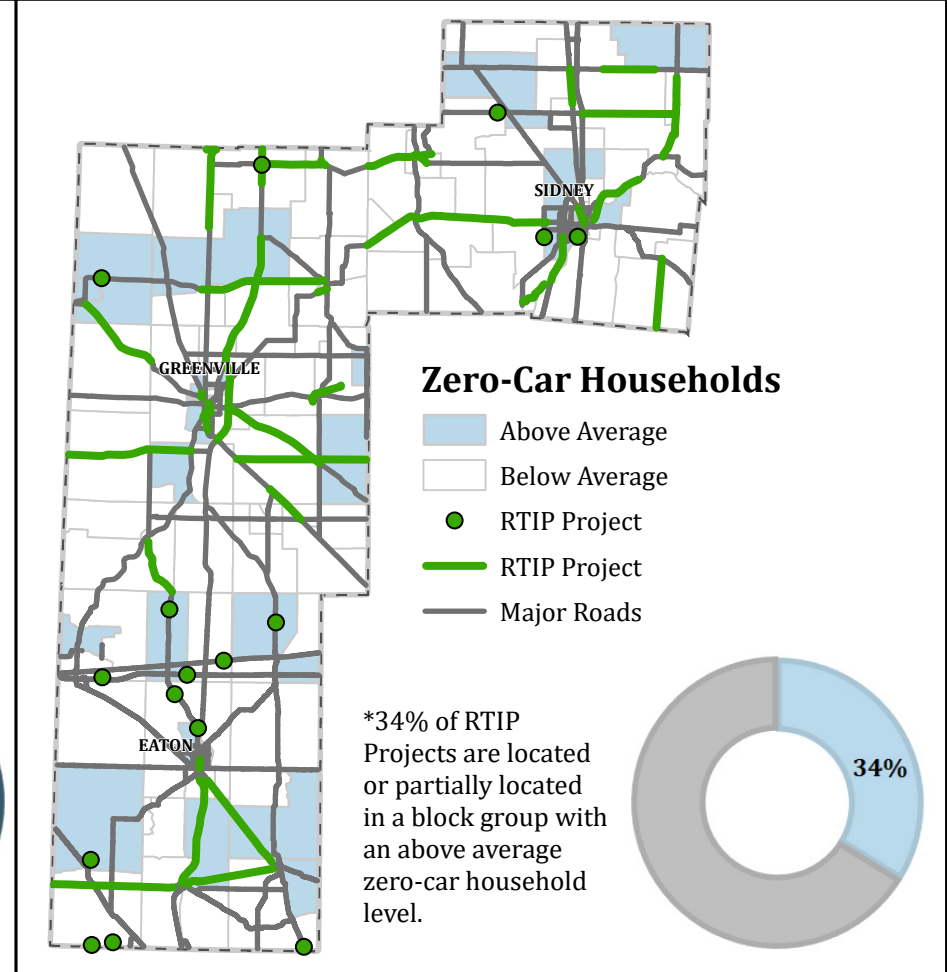
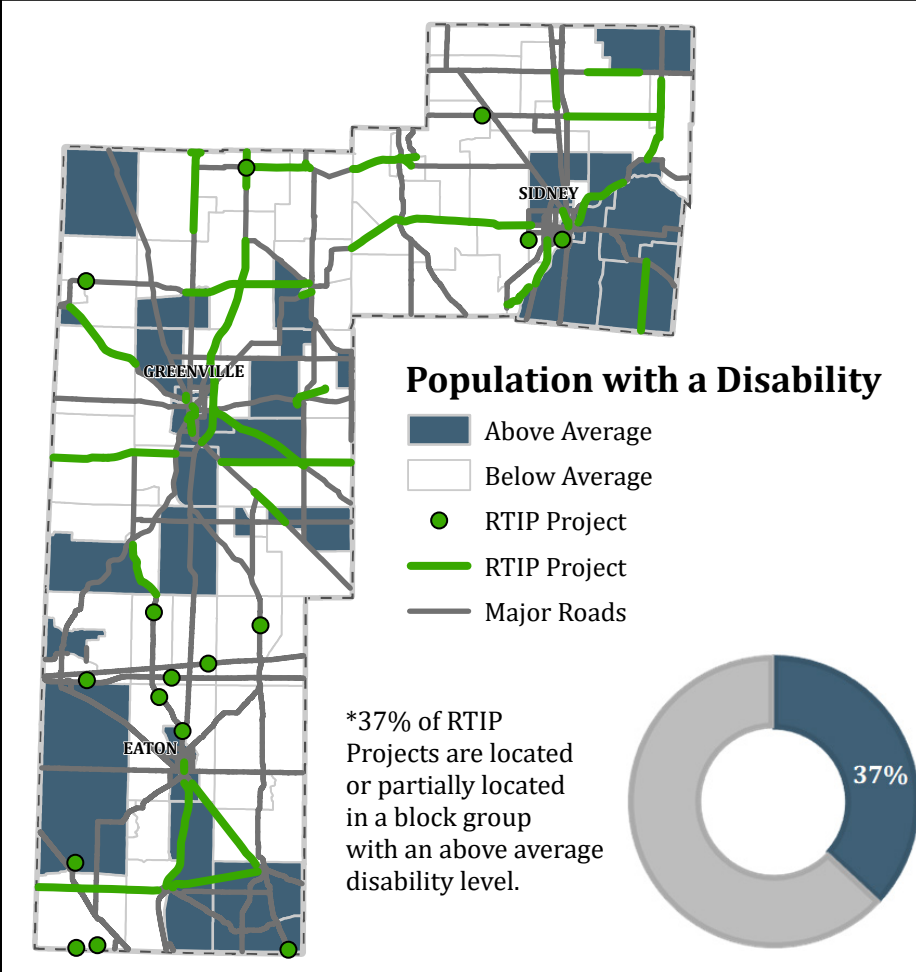
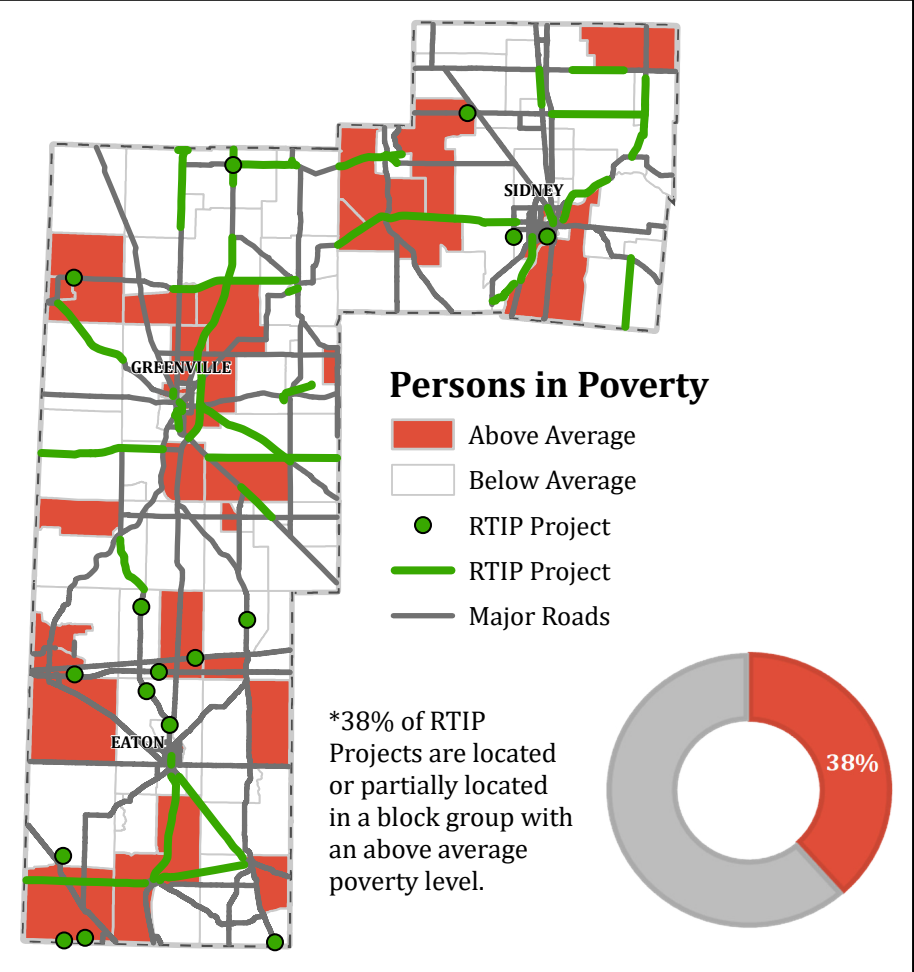
MVRPC analyzed the distribution of RTIP projects at the Block Group (BG) level with respect to EJ populations (low-income and minority) as well as other vulnerable populations (such as persons with disabilities or persons at or over 65) deemed of interest to the transportation planning process.

All RTIP projects—with the exception of PID 119677, PID 117139, and four areawide projects—were overlaid on top of the Region’s six vulnerable population maps for analysis. Block Groups with an above or equal percentage to the average county thresholds for each vulnerable population were identified as focus areas. The analysis was conducted to assure that focus areas are receiving a proportionate share of RTIP project funds relative to the Region’s general population. Segment projects that had more than half of their total length in a focus area were counted as benefiting the vulnerable population.

Figure 3.1 shows the maps and results of the analysis. Table 3.1 displays the allotment of total RTIP project costs and project distribution throughout the Region.



**Figure 3.1
Distribution
of RTIP
Projects by
Vulnerable
Population
Groups**



Source: ODOT,
2020 U.S. Census &
2016-2020 ACS
May 2025

Table 3.1 – Distribution of RTIP Projects with Respect to Vulnerable Populations*

Vulnerable Population	Number of BGs	Share of Regional Population in BGs	Number of Projects	Percent Total Projects in RTIP	Project Cost (in Thousands)	Percent Cost in RTIP
Persons in Poverty	49	36.19%	25	38.46%	\$ 43,647.586	32.48%
Persons with a Disability	54	40.47%	24	36.92%	\$ 41,948.210	31.22%
Zero-Car Households	43	31.52%	22	33.85%	\$ 51,591.400	38.39%
Minority Population	56	42.51%	28	43.08%	\$ 61,029.859	45.41%
Hispanic Population	47	34.18%	20	30.77%	\$ 64,246.752	47.81%
Persons At or Over 65	51	42.50%	33	50.77%	\$ 92,589.143	68.90%
General Population	124	100.00%	65*	100%	\$ 134,383.326	100%

Source: 2020 U.S. Census, 2016-2020 ACS, and ODOT

*Project PIDs 119677 and 117139 were excluded due to having uncommitted or partially uncommitted funding in the construction phase.

Based on the 65 projects analyzed, Hispanic focus areas will receive the fewest projects and second highest cost allocation, while the population at or over 65 focus areas receive the greatest number of projects and highest cost allocation. Hispanic focus areas are fewer in number and smaller in size, and as such have the least geographic coverage and smallest proportion of the regional population residing within them. This focus demographic has a high cost allocation due to many focus BGs being situated in urban centers that tend to have higher costs than projects located in rural areas. The population of people at or over 65 is more evenly distributed throughout the Region, consequently achieving a larger geographic coverage, a larger share of the Region’s population distribution, and a larger share of RTIP projects.

Zero-Car Household, Minority, and Older Adult focus areas will benefit from equal or greater proportions of total project amounts planned for their area and total cost allocation than the proportion of the Region’s population residing within them.

Poverty focus areas will benefit from a higher project percentage but have a slightly lower percentage by project cost allocation compared to the share of the regional population residing in the block groups with an above average population of persons in poverty.

Hispanic focus areas will receive a slightly lower portion of total projects in the RTIP relative to the total focus area population but will receive a far higher total cost proportion relative to the total population.

Disability focus areas will receive a slightly lower proportion (3% less) of total projects planned in the RTIP and lower total cost allocation proportion (7% less) relative to the total population residing in the focus block groups.



The differences between the proportion of total projects programmed in the RTIP as well as the total percent cost in the RTIP compared to the population residing in the focus areas are all proportionally close to one another within 10%, leading to the conclusion that there is no disparate impact on EJ or other vulnerable populations.

Outreach/Inclusion

To ensure that the DPS Region's vulnerable populations have a voice in the planning process, MVRPC conducts the following outreach activities to engage the Region's vulnerable populations:

- Adapting advertising for ease of understanding, including special articles and flyers;
- Expanding advertising to online platforms (e.g. YouTube, Spotify) to reach a more diverse population;
- Adapting public meeting times for accessibility;
- Advertising at the regional transit systems and public libraries;
- Offering an English-to-Spanish translator on MVRPC's website; and
- Posting information about upcoming meetings on social networking sites

Further information on the public participation process taken in the development of the RTIP is described in Chapter 5.



Chapter 4 Accomplishments, Projects and Fiscal Constraint

Overview

This chapter provides an overview of projects awarded in SFY 2024 and 2025 as well as a list of projects in the SFY 2026-2029 RTIP. The project lists are described below in three separate sections: Accomplished Projects (divided by county), Individual, and Grouped Projects. All regionally significant projects are included in the appropriate RTIP project lists. The project list abbreviation definitions are included at the end of the chapter.

Section 1: Accomplished Projects by County

This section highlights projects completed in SFY 2024 and 2025 in the DPS RTPO Region. The table is split into three parts to show which projects were completed in each county. A total amount of \$47,400,414 was awarded for transportation projects in the Region. Six projects in Darke County were awarded funding for a total cost of \$8,693,562 (~18% of the total funding). Thirteen projects in Preble County were awarded funding for a total cost of \$21,414,989 (~45% of the total funding). Six projects were awarded funding in Shelby County (~36% of the total funding). Figure 4.1 displays the project locations in the Region.

Table 4.1 – Projects Accomplished in the DPS RTPO in SFY 2024 and 2025

Project Name	PID #	Description	Estimated Completion Date	Total Cost in Thousands
Darke County				
DAR118/705-01.90/00.00	105263	SR 118 from the Greenville NCL to the Ansonia SCL; SR 705 from SR 49 to just east of Riegel Bell Road-Resurfacing with asphalt concrete.	7/31/2025	\$3,073.91
DAR121-18.81	107472	SR 121 from US 127 to the Versailles WCL-Microsurfacing.	7/31/2024	\$937.22
D07 - CHIP FY24(B)	109741	Various routes in Darke County-Chip seal.	9/30/2024	\$1,804.11
DAR - Meeker Road Bridge	112136	Meeker Road over Bridge Creek-Bridge replacement.	2025-03-31	\$466.82
DAR009/035/076-04.57/05.62/00.23	112308	Horatio-Harris Creek Road from SR 121 to Gettysburg-Webster Road; Beamsville-Union City Road from SR 49 to Greenville-St. Mary's Road; Gettysburg-Webster Road from Gettysburg NCL to SR 185-Resurfacing.	7/8/2024	\$2,352.33
DAR - Shawnee Prairie Preserve Pvg	115466	Shawnee Prairie Preserve-Repair parking lots including crack sealing to existing drive and lots, chip seal existing gravel lot adjacent to lot and widen and pave trail.	10/1/2025	\$59.18
Total Cost:				\$8,693,562



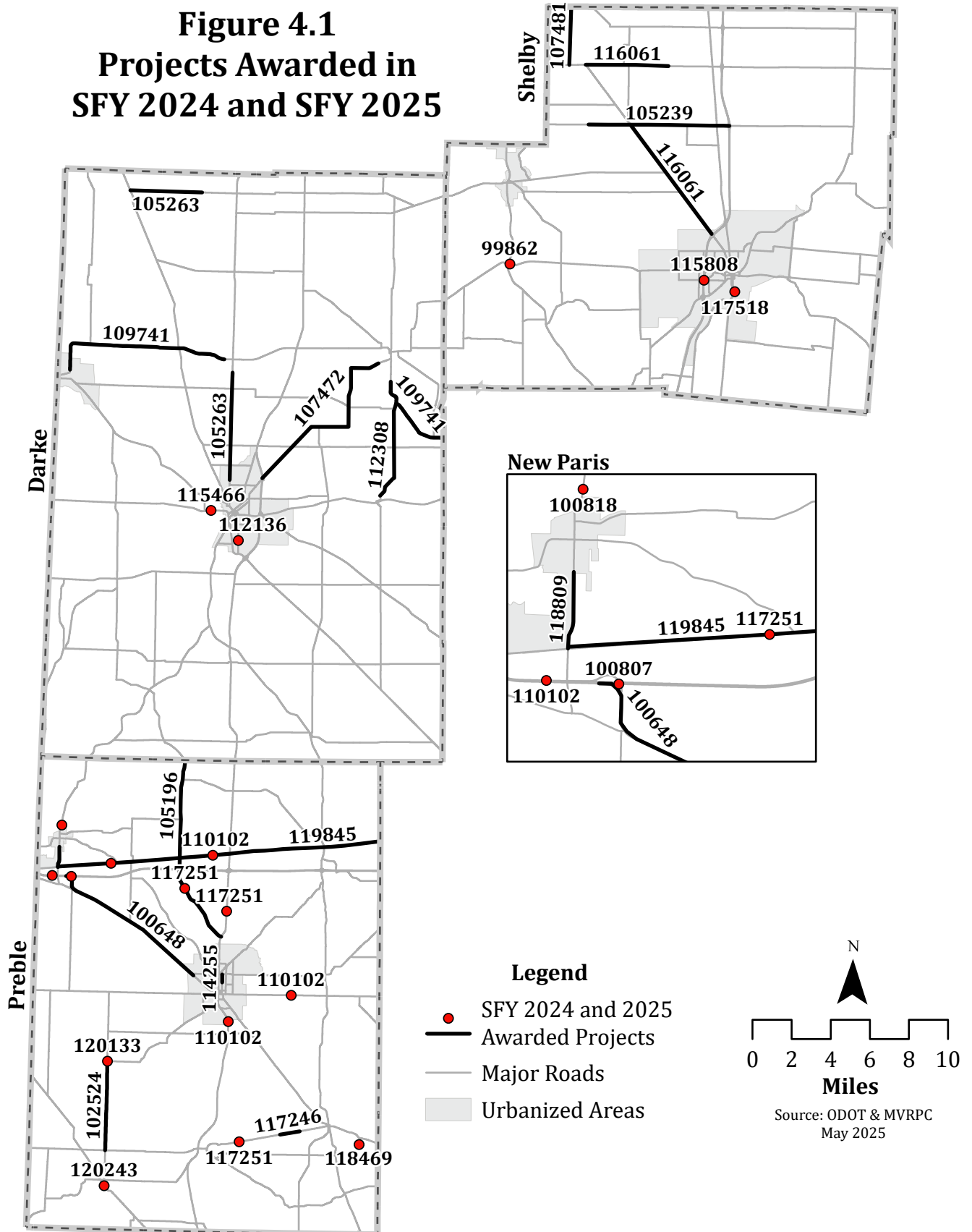
Project Name	PID #	Description	Estimated Completion Date	Total Cost in Thousands
Preble County				
PRE035-02.75	100648	US 35 from I-70 to the Eaton west corporation limit-Resurfacing.	11/1/2024	\$3,468.59
PRE035-01.76	100807	Westbound US 35 over I-70-Replace bridge deck and paint bridge.	11/12/2024	\$4,035.22
PRE121-02.07	100818	SR 121 over East Fork of Whitewater Creek just north of New Paris-Superstructure replacement.	11/1/2024	\$2,456.27
BUT/PRE - CHIP FY2025	102524	Various routes in Butler and Preble Counties-Chip seal.	11/1/2025	\$965.89
PRE726-00.00	105196	SR 726 from US 127 to the Preble/Darke County Line-Resurfacing.	11/1/2025	\$4,049.19
BUT/PRE - Culverts FY25	110102	Various locations in Butler and Preble Counties-Pave culvert inverts and replace culverts.	10/15/2025	\$794.78
PRE502-00.60	114255	North Maple Street in Eaton from Mechanic Street to Lexington Road-Widen the roadway to provide on-street parking, reconstruct pavement, add curb and gutter and storm sewer. Replace existing sidewalk and add new sidewalk on both sides of the roadway.	11/1/2024	\$3,034.17
PRE725-13.60	117246	SR 725 from Quaker Trace Road to Brubaker Road-Improve roadway by moving ditchline on south side of SR 725, extending culverts, removing guardrail, etc.	8/1/2026	\$1,303.06
PRE - Type A Guardrail FY24	117251	SR 725, SR 726, US 127 and US 40, multiple locations-Replace Type A guardrails on various routes in Preble County.	10/1/2024	\$946.47
PRE317-04.55	118469	Pleasant Valley Road approximately 2,450' south of SR 725-Replacement of bridge superstructure.	10/1/2025	\$213.20
PRE320-01.85	118809	SR 320 from US 40 to the Village of New Paris-Install Amish buggy signs and detection system.	12/1/2023	\$100.00
PRE - US 40 Trail Study	119845	US 40 from SR 320 to Preble County Line Road-Develop a planning level cost estimate for the design and construction of a multi-use path.	06/30/2025	41.059
PRE - Dixon Twp.	120133	Dixon Township in Preble County-Safety sign grant to combat run off the road and intersection crashes.	3/31/2025	\$6.80
PRE - Israel Twp.	120243	Israel Township in Preble County-Safety sign grant to combat run off the road and intersection crashes.	3/1/2025	\$41.36
Total Cost:				\$21,414,989



Project Name	PID #	Description	Estimated Completion Date	Total Cost in Thousands
Shelby County				
SHE047-03.97	99862	SR 47 over Loramie Creek-Replace the bridge deck. Investigate semi-integral conversion. Paint steel superstructure and seal all concrete surfaces.	5/30/2025	\$1,994.69
SHE119-02.19	105239	SR 119 from Luthman Road to I-75-Asphalt concrete overlay without repairs.	7/31/2024	\$2,010.60
SHE029-00.00	107481	SR 29 from SR 274 to the Shelby/Auglaize County Line-Mill and fill the existing pavement.	7/31/2024	\$1,446.95
SHE075-06.14 L/R	115808	I-75 over Campbell Road in Sidney-Remove and replace the mainline superstructure.	7/1/2027	\$7,588.31
SHE - PAVE FY25	116061	SR 29 from the Sidney NCL to SR 119; SR 274 from SR 29 to Staley Road-Resurfacing with asphalt concrete.	7/31/2025	\$3,209.92
SHE - Morrison Bridge Renovation	117518	Canal east of Tawawa Lake in Sidney-Renovate the Pratt truss and pin-connected bowstring bridge and relocate from its current location to Sidney's Tawawa Park.	11/15/2025	\$1,041.40
Total Cost: \$17,291,863				
Overall Total: \$47,400,414				



**Figure 4.1
Projects Awarded in
SFY 2024 and SFY 2025**



Section 2: Individual Project Lists

This section provides the project list of the individual highway projects scheduled for some phase of implementation during the SFY 2026-2029 RTIP period. These projects have been planned and selected in accordance with the ODOT or RTPO project selection process of the associated funding program.

All of the projects detailed in this section are consistent with the DPS RTPO regional transportation plan which is referred to as the [Darke-Preble-Shelby 2050 Regional Transportation Plan](#).

The following table includes all of the individual highway projects programmed for funding during the SFY 2026-2029 RTIP cycle.



Miami Valley Regional Planning Commission

TABLE 4.2 - DARKE-PREBLE-SHELBY RTPO SFY2026-SFY 2029 RTIP INDIVIDUAL PROJECTS (HIGHWAY, BIKEWAY AND OTHER)

COUNTY, ROUTE, SECTION: DAR - Tecumseh Trail Resurfacing Phase 1		ODOT PID # 00001		MVRPC # 3011.7		PROJECT SPONSOR: Dar Co Park Dist	
DESCRIPTION: Tecumseh Trail in Darke County from US 36 to New Harrison-Bradford Road and Mill Road from US 36 to Hahn Road-Resurfacing.							
COMMENTS :							
TOTAL COST (000): \$127		LET TYPE: Local-let		A.Q. : Exempt		RTP GOAL: SP	
							RTIP
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG	LOCAL	\$5					
CON	LOCAL		\$25				
CON	RSTP		\$97				

COUNTY, ROUTE, SECTION: PRE070-00.00		ODOT PID # 117139		MVRPC # 2561.3		PROJECT SPONSOR: ODOT District-8	
DESCRIPTION: I-70 from the Indiana/Ohio state line to US 127-Add through lane in each direction as well as full depth pavement removal and replacement.							
COMMENTS : \$83,000,000 TRAC funding for construction uncommitted at this time.							
TOTAL COST (000): \$144,452		LET TYPE: Traditional		A.Q. : Exempt		RTP GOAL: ED	
							RTIP
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG	STATE	\$48					
ENG	NHPP	\$7,200					
ENG	STATE	\$1,834					
CON	NHPP				\$47,133		
CON	STATE				\$5,237		
CON	TRAC				\$83,000		

TABLE 4.2 - DARKE-PREBLE-SHELBY RTPO SFY2026-SFY 2029 RTIP INDIVIDUAL PROJECTS (HIGHWAY, BIKEWAY AND OTHER)

COUNTY, ROUTE, SECTION: DAR047-20.70			ODOT PID # 119677 MVRPC # 2773.1		PROJECT SPONSOR: Versailles		
DESCRIPTION: Between SR 47 and Industrial Way in Versailles-Construct a new roadway connecting SR 47 with Industrial Way.							
COMMENTS : \$1,020,000 TRAC funding for PE, \$2,380,000 TRAC funding for R/W and \$9,170,000 TRAC funding for construction uncommitted at this time.							
TOTAL COST (000): \$15,720		LET TYPE: Non-let		A.Q. : Exempt		RTP GOAL: ED	
							RTIP
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG	LOCAL				\$260		
ENG	TRAC				\$1,020		
ROW	LOCAL					\$600	
ROW	TRAC					\$2,380	
CON	LOCAL						\$2,290
CON	TRAC						\$9,170

Section 3: Grouped Projects

Grouped projects (formerly known as Statewide Line Items or SLIs) reflect categories of projects that are not considered to be of appropriate scale for individual identification in the RTIP or STIP. Instead, these projects are grouped into categories by function, work type, and/or geographic area. Projects utilizing these groupings must be:

- Non-controversial in nature
- Have an air quality status of “Exempt”
- Have a negligible environmental impact
- Will not add capacity to the existing system
- Have a total project cost below \$30 million

Table 4.3 beginning on the next page presents the SFY 2026-2029 highway grouped project summaries for the DPS RTPO region.

Project Map

Figure 4.2 on [page 43](#) illustrates the locations of both individual and grouped projects listed in Tables 4.2 and 4.3.



Miami Valley Regional Planning Commission

TABLE 4.3 - DARKE-PREBLE-SHELBY RTPO SFY2026-SFY 2029 RTIP GROUPED PROJECTS (HIGHWAY, BIKEWAY AND OTHER)

COUNTY, ROUTE, SECTION: PRE - CHIP FY2028 - SLI-009			ODOT PID # 100660 MVRPC # 2821.8		PROJECT SPONSOR: ODOT District-8		
DESCRIPTION: SR 725 from the Indiana/Ohio State Line to the Camden west corp limit and SR 725 from the Camden east corp limit to the Gratis west corp limit-Chip sealing.							
COMMENTS :							
TOTAL COST (000): \$1,606		LET TYPE: Traditional		A.Q. : Exempt		RTP GOAL: SP	
							RTIP
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
CON	STATE				\$321		
CON	STD				\$1,285		

COUNTY, ROUTE, SECTION: SHE047-08.63/16.66 - SLI-009			ODOT PID # 101145 MVRPC # 2947.6		PROJECT SPONSOR: ODOT District-7		
DESCRIPTION: SR 47 from Wright-Puthoff Road to the Sidney WCL and from the Sidney NCL to the Port Jefferson NCL-Overlay.							
COMMENTS :							
TOTAL COST (000): \$2,918		LET TYPE: Traditional		A.Q. : Exempt		RTP GOAL: SP	
							RTIP
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG	STATE	\$34					
CON	STATE					\$577	
CON	STD					\$2,307	

COUNTY, ROUTE, SECTION: PRE726-02.74 - SLI-009			ODOT PID # 102766 MVRPC # 2691.5		PROJECT SPONSOR: ODOT District-8		
DESCRIPTION: SR 726 over Bantas Fork-Repair abutment and replace superstructure of bridge.							
COMMENTS :							
TOTAL COST (000): \$2,318		LET TYPE: Traditional		A.Q. : Exempt		RTP GOAL: SP	
							RTIP
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG	STATE	\$166					
CON	STATE		\$430				
CON	STD		\$1,721				

TABLE 4.3 - DARKE-PREBLE-SHELBY RTPO SFY2026-SFY 2029 RTIP GROUPED PROJECTS (HIGHWAY, BIKEWAY AND OTHER)

COUNTY, ROUTE, SECTION: PRE070-08.72 - SLI-009			ODOT PID # 102786		MVRPC # 2006.5		PROJECT SPONSOR: ODOT District-8	
DESCRIPTION: Monroe Central Rd. over I-70-Rehabilitate bridge by replacing the concrete deck.								
COMMENTS :								
TOTAL COST (000): \$4,833		LET TYPE: Traditional		A.Q. : Exempt		RTP GOAL: SP		RTIP
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future	
ENG	STATE	\$166						
ENG	NHPP	\$277						
ENG	STATE	\$31						
CON	NHPP				\$3,924			
CON	STATE				\$436			

COUNTY, ROUTE, SECTION: DAR - PAVE FY29 - SLI-009			ODOT PID # 105375		MVRPC # 2279.3		PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: SR 49 from Pittsburg-Laura Rd to Delisle-Fourman Rd; SR 571 from the Greenville ECL to Gettysburg-Pittsburg Rd; SR 726 from the Darke/Preble County Line to the New Madison SCL; US 36 from the Indiana/Ohio State Line to the Palestine WCL; US 36 from the Palestine ECL to SR 121-Resurface with asphalt concrete.								
COMMENTS :								
TOTAL COST (000): \$7,197		LET TYPE: Traditional		A.Q. : Exempt		RTP GOAL: SP		RTIP
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future	
ENG	STATE	\$13						
CON	STATE					\$1,437		
CON	STD					\$5,747		

COUNTY, ROUTE, SECTION: SHE589-00.00 - SLI-009			ODOT PID # 107474		MVRPC # 2948.3		PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: SR 589 from the Miami/Shelby County Line to SR 29-Asphalt concrete overlay with repairs.								
COMMENTS :								
TOTAL COST (000): \$1,170		LET TYPE: Traditional		A.Q. : Exempt		RTP GOAL: SP		RTIP
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future	
ENG	STATE	\$27						
CON	STATE					\$229		
CON	STD					\$915		

TABLE 4.3 - DARKE-PREBLE-SHELBY RTPO SFY2026-SFY 2029 RTIP GROUPED PROJECTS (HIGHWAY, BIKEWAY AND OTHER)

COUNTY, ROUTE, SECTION: SHE047/065-03.98/03.87 - SLI-009			ODOT PID # 109772		MVRPC # 2698.3		PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: SR 47 from SR 66 to Wright-Puthoff Road and SR 65 from just north of Wildermuth Road to the Jackson Center south corp limit-Resurface the existing roadway with fine graded polymer modified asphalt concrete.								
COMMENTS :								
TOTAL COST (000): \$2,160		LET TYPE: Traditional		A.Q. : Exempt		RTP GOAL: SP		RTIP
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future	
ENG	STATE	\$23						
CON	STATE				\$427			
CON	STD				\$1,710			

COUNTY, ROUTE, SECTION: DAR036/127-10.41/13.16 - SLI-009			ODOT PID # 109776		MVRPC # 2699.3		PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: US 36 from SR 49 to the Greenville NCL; US 127 from the Greenville NCL to SR 121-Fine graded polymer asphalt concrete overlay.								
COMMENTS :								
TOTAL COST (000): \$4,873		LET TYPE: Traditional		A.Q. : Exempt		RTP GOAL: SP		RTIP
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future	
ENG	STATE	\$33						
CON	STATE		\$968					
CON	STD		\$3,872					

COUNTY, ROUTE, SECTION: PRE122-10.75 - SLI-009			ODOT PID # 110135		MVRPC # 2940.3		PROJECT SPONSOR: ODOT District-8	
DESCRIPTION: SR 122 from the Eaton south corp limit to the Gratis north corp limit-Resurfacing.								
COMMENTS :								
TOTAL COST (000): \$4,453		LET TYPE: Traditional		A.Q. : Exempt		RTP GOAL: SP		RTIP
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future	
CON	STATE					\$891		
CON	STD					\$3,562		

TABLE 4.3 - DARKE-PREBLE-SHELBY RTPO SFY2026-SFY 2029 RTIP GROUPED PROJECTS (HIGHWAY, BIKEWAY AND OTHER)

COUNTY, ROUTE, SECTION: DAR - PAVE FY28 - SLI-009			ODOT PID # 110392 MVRPC # 2425.3		PROJECT SPONSOR: ODOT District-7		
DESCRIPTION: SR 121 from the Versailles WCL to Center Street; SR 571 Coletown-Lightsville Road to the Union City ECL; US 127 from just north of Kruckeberg Road to SR 47; US 127 from North Star SCL to the Darke/Mercer County Line; SR 47 from US 127 to N. West Street in Versailles-Resurfacing.							
COMMENTS :							
TOTAL COST (000): \$7,817		LET TYPE: Traditional	A.Q. : Exempt	RTP GOAL: SP			RTIP
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG	STATE	\$41					
CON	NHPP				\$1,566		
CON	STATE				\$1,555		
CON	STD				\$4,656		

COUNTY, ROUTE, SECTION: PRE127-04.58 - SLI-009			ODOT PID # 110540 MVRPC # 2357.3		PROJECT SPONSOR: ODOT District-8		
DESCRIPTION: US 127 from just north of SR 725 to the Eaton SCL-Resurfacing.							
COMMENTS :							
TOTAL COST (000): \$3,942		LET TYPE: Traditional	A.Q. : Exempt	RTP GOAL: SP			RTIP
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
CON	STATE				\$788		
CON	STD				\$3,154		

COUNTY, ROUTE, SECTION: PRE - Hueston Wds SP FY29 - SLI-013			ODOT PID # 111353 MVRPC # 2949.3		PROJECT SPONSOR: ODOT District-8		
DESCRIPTION: Hueston Woods State Park-Resurfacing.							
COMMENTS :							
TOTAL COST (000): \$806		LET TYPE: Traditional	A.Q. : Exempt	RTP GOAL: SP			RTIP
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
CON	STATE					\$806	

TABLE 4.3 - DARKE-PREBLE-SHELBY RTPO SFY2026-SFY 2029 RTIP GROUPED PROJECTS (HIGHWAY, BIKEWAY AND OTHER)

COUNTY, ROUTE, SECTION: DAR - PAVE FY26 - SLI-009			ODOT PID # 112494 MVRPC # 2702.3		PROJECT SPONSOR: ODOT District-7		
DESCRIPTION: SR 47 from the Ansonia WCL to US 127; SR 118 from the Rossburg SCL to the Darke/Mercer County Line; SR 705 from US 127 to the Osgood ECL; SR 716 from SR 705 to the Osgood NCL; US 127 from SR 47 to SR 185; US 36 from the Palestine WCL to the Palestine ECL; SR 319 from Washington Street in Burkettsville to SR 118-Resurfacing with asphalt concrete.							
COMMENTS :							
TOTAL COST (000): \$5,765		LET TYPE: Traditional	A.Q. : Exempt	RTP GOAL: SP		RTIP	
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG	STATE	\$22					
CON	STATE		\$1,293				
CON	STD		\$4,450				

COUNTY, ROUTE, SECTION: SHE029-15.14 - SLI-009			ODOT PID # 112667 MVRPC # 2703.3		PROJECT SPONSOR: ODOT District-7		
DESCRIPTION: SR 29 in Sidney from just north of Commerce Drive to North Street-Overlay with asphalt concrete.							
COMMENTS :							
TOTAL COST (000): \$923		LET TYPE: Traditional	A.Q. : Exempt	RTP GOAL: SP		RTIP	
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG	STATE	\$14					
CON	LOCAL		\$182				
CON	STD		\$728				

COUNTY, ROUTE, SECTION: DAR049-16.68/18.03 - SLI-009			ODOT PID # 113507 MVRPC # 2705.3		PROJECT SPONSOR: Greenville		
DESCRIPTION: SR 49 in Greenville from Pine Street to the downtown traffic circle; SR 49 from SR 571 to West Lincoln Drive-Mill and fill with asphalt concrete.							
COMMENTS :							
TOTAL COST (000): \$671		LET TYPE: Traditional	A.Q. : Exempt	RTP GOAL: SP		RTIP	
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG	STATE	\$11					
CON	LOCAL			\$132			
CON	NHPP			\$422			
CON	STD			\$106			

TABLE 4.3 - DARKE-PREBLE-SHELBY RTPO SFY2026-SFY 2029 RTIP GROUPED PROJECTS (HIGHWAY, BIKEWAY AND OTHER)

COUNTY, ROUTE, SECTION: DAR049-15.25 - SLI-009			ODOT PID # 113512		MVRPC # 2950.3		PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: SR 49 from the Greenville SCL to SR 121-Mill and fill with asphalt concrete.								
COMMENTS :								
TOTAL COST (000): \$559		LET TYPE: Traditional		A.Q. : Exempt		RTP GOAL: SP		RTIP
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future	
ENG	STATE	\$9						
CON	LOCAL					\$110		
CON	NHPP					\$440		

COUNTY, ROUTE, SECTION: DAR049/121-16.36/15.18 - SLI-009			ODOT PID # 113513		MVRPC # 2941.3		PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: SR 49 from SR 121 to Washington Street and SR 121 from the Greenville crop limit at Martz Street to SR 49-Mill and fill with asphalt concrete.								
COMMENTS :								
TOTAL COST (000): \$397		LET TYPE: Traditional		A.Q. : Exempt		RTP GOAL: SP		RTIP
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future	
ENG	STATE	\$6						
CON	LOCAL				\$78			
CON	NHPP				\$158			
CON	STD				\$154			

COUNTY, ROUTE, SECTION: SHE049-03.59 - SLI-004			ODOT PID # 113819		MVRPC # 2706.5		PROJECT SPONSOR: Shelby County	
DESCRIPTION: South Kuther Road approximately 400' south of Wright Road-Bridge replacement.								
COMMENTS :								
TOTAL COST (000): \$5,325		LET TYPE: Local-let		A.Q. : Exempt		RTP GOAL: SP		RTIP
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future	
ENG	STATE	\$30						
CON	LOCAL		\$294					
CON	STATE		\$5,001					

TABLE 4.3 - DARKE-PREBLE-SHELBY RTPO SFY2026-SFY 2029 RTIP GROUPED PROJECTS (HIGHWAY, BIKEWAY AND OTHER)

COUNTY, ROUTE, SECTION: PRE216-00.65 - SLI-004			ODOT PID # 114050 MVRPC # 2707.5		PROJECT SPONSOR: Preble County		
DESCRIPTION: Concord-Fairhaven Road over Four Mile Creek-Bridge replacement.							
COMMENTS :							
TOTAL COST (000): \$1,114		LET TYPE: Local-let	A.Q. : Exempt	RTP GOAL: SP		RTIP	
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG	STATE	\$7					
ROW	STATE	\$30					
ENG	STD	\$25					
ROW	STD	\$50					
CON	LOCAL		\$46				
ENG	LOCAL		\$4				
CON	STD		\$879				
ENG	STD		\$73				

COUNTY, ROUTE, SECTION: SHE - SPRUC-02270 - SLI-004			ODOT PID # 114201 MVRPC # 2708.5		PROJECT SPONSOR: Sidney		
DESCRIPTION: Spruce Avenue in Sidney over the CSX railroad south of Lincoln Street-Replace deficient bridge and increase vertical clearance over the railroad.							
COMMENTS :							
TOTAL COST (000): \$4,948		LET TYPE: Traditional	A.Q. : Exempt	RTP GOAL: SP		RTIP	
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG	STATE	\$166					
ROW	STATE	\$60					
CON	LOCAL		\$2,721				
CON	STD		\$2,000				

COUNTY, ROUTE, SECTION: SHE - PAVE FY26 - SLI-009			ODOT PID # 114552 MVRPC # 2709.3		PROJECT SPONSOR: ODOT District-7		
DESCRIPTION: SR 65 from SR 47 to Rum Creek north of Wildermuth Road; SR 274 from Sidney-Freyburg Road to Wones Road; SR 705 from the Darke/Shelby County Line to East Greenback Road in Fort Loramie; SR 362 from SR 66 in Fort Loramie to Fort Loramie-Swanders Road; SR 119 from I-75 to SR 65-Resurfacing with asphalt concrete.							
COMMENTS :							
TOTAL COST (000): \$6,622		LET TYPE: Traditional	A.Q. : Exempt	RTP GOAL: SP		RTIP	
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG	STATE	\$27					
CON	LOCAL		\$117				
CON	STATE		\$2,995				
CON	STD		\$3,483				

TABLE 4.3 - DARKE-PREBLE-SHELBY RTPO SFY2026-SFY 2029 RTIP GROUPED PROJECTS (HIGHWAY, BIKEWAY AND OTHER)

COUNTY, ROUTE, SECTION: BUT/PRE - Inverts FY27 - SLI-009			ODOT PID # 114653		MVRPC # 2710.5	PROJECT SPONSOR: ODOT District-8	
DESCRIPTION: Various locations in Butler and Preble Counties-Pave inverts of bridge sized culverts.							
COMMENTS :							
TOTAL COST (000): \$1,306		LET TYPE: Traditional	A.Q. : Exempt	RTP GOAL: SP		RTIP	
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG	STATE	\$166					
CON	STATE			\$228			
CON	STD			\$912			

COUNTY, ROUTE, SECTION: SHE047-00.00 - SLI-009			ODOT PID # 116141		MVRPC # 2951.3	PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: SR 47 from the Darke/Shelby County Line to SR 66-Resurfacing with fine graded polymer modified asphalt concrete.							
COMMENTS :							
TOTAL COST (000): \$824		LET TYPE: Traditional	A.Q. : Exempt	RTP GOAL: SP		RTIP	
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
CON	STATE					\$165	
CON	STD					\$659	

COUNTY, ROUTE, SECTION: PRE127-15.44 - SLI-009			ODOT PID # 116564		MVRPC # 2716.5	PROJECT SPONSOR: ODOT District-8	
DESCRIPTION: US 127 over Rocky Run-Bridge replacement.							
COMMENTS :							
TOTAL COST (000): \$2,078		LET TYPE: Traditional	A.Q. : Exempt	RTP GOAL: SP		RTIP	
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG	BR	\$153					
ENG	STATE	\$38					
ENG	BR		\$23				
ENG	STATE		\$6				
CON	BR					\$1,486	
CON	STATE					\$372	

TABLE 4.3 - DARKE-PREBLE-SHELBY RTPO SFY2026-SFY 2029 RTIP GROUPED PROJECTS (HIGHWAY, BIKEWAY AND OTHER)

COUNTY, ROUTE, SECTION: PRE726-08.62 - SLI-009			ODOT PID # 116568 MVRPC # 2717.5		PROJECT SPONSOR: ODOT District-8		
DESCRIPTION: SR 726 over Price Creek-Bridge replacement.							
COMMENTS :							
TOTAL COST (000): \$2,265		LET TYPE: Traditional	A.Q. : Exempt	RTP GOAL: SP		RTIP	
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG	BR	\$200					
ENG	STATE	\$50					
ENG	BR		\$100				
ENG	STATE		\$25				
CON	BR					\$1,512	
CON	STATE					\$378	

COUNTY, ROUTE, SECTION: SHE119-03.60 - SLI-009			ODOT PID # 116920 MVRPC # 2718.5		PROJECT SPONSOR: ODOT District-7		
DESCRIPTION: SR 119 approximately 2,150' east of Thaman Road-Remove asphalt and waterproofing from bridge, place new Super-plasticized Dense Concrete overlay, hydro demolition deck, reface abutments, encase piers and rebuild wingwalls and deck edges.							
COMMENTS :							
TOTAL COST (000): \$264		LET TYPE: Traditional	A.Q. : Exempt	RTP GOAL: SP		RTIP	
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
CON	STATE			\$264			

COUNTY, ROUTE, SECTION: DAR047/127-03.16/30.53 - SLI-009			ODOT PID # 116923 MVRPC # 2719.5		PROJECT SPONSOR: ODOT District-7		
DESCRIPTION: SR 47 between Arnold Road and Hillgrove-Fort Recovery Road and US 127 over Mile Creek-Bridge deck replacement and replace deck edges and new SDC wearing surface using hydrodemolition.							
COMMENTS :							
TOTAL COST (000): \$881		LET TYPE: Traditional	A.Q. : Exempt	RTP GOAL: SP		RTIP	
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG	STATE	\$7					
CON	BR		\$700				
CON	STATE		\$175				

TABLE 4.3 - DARKE-PREBLE-SHELBY RTPO SFY2026-SFY 2029 RTIP GROUPED PROJECTS (HIGHWAY, BIKEWAY AND OTHER)

COUNTY, ROUTE, SECTION: PRE112-00.99 - SLI-004			ODOT PID # 118523 MVRPC # 2723.2		PROJECT SPONSOR: Eaton		
DESCRIPTION: North Maple Street in Eaton from East High Street to Mechanic Street-Reconstruction including replacement of curb, storm sewer system, and sidewalks.							
COMMENTS :							
TOTAL COST (000): \$2,890		LET TYPE: Traditional	A.Q. : Exempt	RTP GOAL: SP		RTIP	
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG	STATE	\$144					
ROW	STATE	\$60					
CON	LOCAL		\$307				
CON	STD		\$2,379				

COUNTY, ROUTE, SECTION: PRE503-23.15 - SLI-009			ODOT PID # 119081 MVRPC # 2943.5		PROJECT SPONSOR: ODOT District-8		
DESCRIPTION: SR 503 over Sonora Road-Bridge rehabilitation including installation of a new wearing surface, joint repairs and barrier upgrades.							
COMMENTS :							
TOTAL COST (000): \$991		LET TYPE: Traditional	A.Q. : Exempt	RTP GOAL: SP		RTIP	
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG	STATE				\$104		
CON	STATE					\$178	
CON	STD					\$710	

COUNTY, ROUTE, SECTION: PRE122-24.36 - SLI-009			ODOT PID # 119233 MVRPC # 2724.5		PROJECT SPONSOR: ODOT District-8		
DESCRIPTION: SR 122 over Elk Creek-Bridge replacement.							
COMMENTS :							
TOTAL COST (000): \$5,317		LET TYPE: Traditional	A.Q. : Exempt	RTP GOAL: SP		RTIP	
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG	BR	\$332					
ENG	STATE	\$83					
ENG	BR		\$40				
ENG	STATE		\$10				
ENG	STATE			\$149			
ROW	STATE			\$20			
CON	BR					\$3,746	
CON	STATE					\$937	

TABLE 4.3 - DARKE-PREBLE-SHELBY RTPO SFY2026-SFY 2029 RTIP GROUPED PROJECTS (HIGHWAY, BIKEWAY AND OTHER)

COUNTY, ROUTE, SECTION: SHE - Great Miami Riverway Trail - SLI-004			ODOT PID # 119711		MVRPC # 2749.7		PROJECT SPONSOR: Shelby County	
DESCRIPTION: Kuther Road following the Sidney Feeder Canal to the Village of Lockington-Construct multi-use recreation trail.								
COMMENTS :								
TOTAL COST (000): \$5,023		LET TYPE: Local-let		A.Q. : Exempt		RTP GOAL: MOB		RTIP
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future	
CON	HSIP			\$840				
CON	LOCAL			\$823				
CON	STA			\$3,360				

COUNTY, ROUTE, SECTION: PRE - VAR Guardrail FY2027 - SLI-004			ODOT PID # 119748		MVRPC # 2763.4		PROJECT SPONSOR: Preble County	
DESCRIPTION: Various county roads in Preble County-Implement new guardrail systems and upgrade existing ones to meet current standards.								
COMMENTS :								
TOTAL COST (000): \$302		LET TYPE: Local-let		A.Q. : Exempt		RTP GOAL: SAF		RTIP
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future	
ENG	STATE	\$2						
CON	HSIP			\$300				

COUNTY, ROUTE, SECTION: DAR049-15.08 - SLI-012			ODOT PID # 119826		MVRPC # 2774.2		PROJECT SPONSOR: Greenville	
DESCRIPTION: Sweitzer Street (SR 49) in Greenville from 900' south of Eidson Road to Birt Street-Reconstruct the roadway, construct sidewalks, and other roadway improvements.								
COMMENTS :								
TOTAL COST (000): \$6,885		LET TYPE: Traditional		A.Q. : Exempt		RTP GOAL: SP		RTIP
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future	
CON	HSIP				\$3,824			
CON	LOCAL				\$2,061			
CON	NHPP				\$1,000			

COUNTY, ROUTE, SECTION: PRE - Hueston Woods FY2029 - SLI-013			ODOT PID # 121012		MVRPC # 2953.3		PROJECT SPONSOR: ODOT District-8	
DESCRIPTION: Hueston Woods State Park-Resurfacing of campgrounds.								
COMMENTS :								
TOTAL COST (000): \$806		LET TYPE: Traditional		A.Q. : Exempt		RTP GOAL: SP		RTIP
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future	
CON	STATE					\$806		

TABLE 4.3 - DARKE-PREBLE-SHELBY RTPO SFY2026-SFY 2029 RTIP GROUPED PROJECTS (HIGHWAY, BIKEWAY AND OTHER)

COUNTY, ROUTE, SECTION: SHE075-02.51 - SLI-009			ODOT PID # 121058 MVRPC # 2825.3		PROJECT SPONSOR: ODOT District-7		
DESCRIPTION: I-75 from Miami River Road to just north of Fair Road-Pave the existing pavement with fine graded polymer modified asphalt concrete.							
COMMENTS :							
TOTAL COST (000): \$3,502		LET TYPE: Traditional	A.Q. : Exempt	RTP GOAL: SP		RTIP	
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
CON	NHPP			\$2,802			
CON	STATE			\$700			

COUNTY, ROUTE, SECTION: PRE - Signs FY2030 - SLI-009			ODOT PID # 121241 MVRPC # 2944.4		PROJECT SPONSOR: ODOT District-8		
DESCRIPTION: Various locations in Preble County-Systematic sign replacement.							
COMMENTS :							
TOTAL COST (000): \$1,900		LET TYPE: Traditional	A.Q. : Exempt	RTP GOAL: SAF		RTIP	
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG	STATE				\$80		
ENG	STD				\$320		
CON	STD						\$1,500

COUNTY, ROUTE, SECTION: D08 - Bridge Maintenance FY2028-B - SLI-009			ODOT PID # 121426 MVRPC # 2946.5		PROJECT SPONSOR: ODOT District-8		
DESCRIPTION: Various locations in D8, primarily in Preble County-Perform minor maintenance bridge repairs.							
COMMENTS :							
TOTAL COST (000): \$1,211		LET TYPE: Traditional	A.Q. : Exempt	RTP GOAL: SP		RTIP	
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG	STATE	\$141					
CON	STATE				\$214		
CON	STD				\$856		

TABLE 4.3 - DARKE-PREBLE-SHELBY RTPO SFY2026-SFY 2029 RTIP GROUPED PROJECTS (HIGHWAY, BIKEWAY AND OTHER)

COUNTY, ROUTE, SECTION: PRE040-11.16 - SLI-009			ODOT PID # 121452 MVRPC # 2841.5		PROJECT SPONSOR: ODOT District-8		
DESCRIPTION: US 40 over Price Creek-Replace superstructure and abutments of bridge.							
COMMENTS :							
TOTAL COST (000): \$3,653		LET TYPE: Traditional	A.Q. : Exempt	RTP GOAL: SP		RTIP	
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG	STATE		\$141				
ENG	BR			\$280			
ENG	STATE			\$70			
CON	BR						\$2,529
CON	STATE						\$632

COUNTY, ROUTE, SECTION: DAR - CR 51 Resurfacing - SLI-004			ODOT PID # 121686 MVRPC # 2945.3		PROJECT SPONSOR: Darke County		
DESCRIPTION: Hogpath Road from SR 49 to the Darke/Miami County Line-Resurfacing.							
COMMENTS :							
TOTAL COST (000): \$1,659		LET TYPE: Local-let	A.Q. : Exempt	RTP GOAL: SP		RTIP	
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
CON	LOCAL					\$332	
CON	STD					\$1,327	

COUNTY, ROUTE, SECTION: SHE025-14.83 - SLI-012			ODOT PID # 122011 MVRPC # 2879.4		PROJECT SPONSOR: Shelby County		
DESCRIPTION: CR25A from the Anna north corp limit to SR 274-Widen shoulders.							
COMMENTS :							
TOTAL COST (000): \$1,173		LET TYPE: Local-let	A.Q. : Exempt	RTP GOAL: SAF		RTIP	
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
CON	HSIP		\$987				
CON	LOCAL		\$186				

TABLE 4.3 - DARKE-PREBLE-SHELBY RTPO SFY2026-SFY 2029 RTIP GROUPED PROJECTS (HIGHWAY, BIKEWAY AND OTHER)

COUNTY, ROUTE, SECTION: PRE - I-70 WB Truck Parking - SLI-001			ODOT PID # 122901		MVRPC # 2897.8		PROJECT SPONSOR: ODOT District-8	
DESCRIPTION: I-70 westbound rest area in Preble County approximately 1 mile east of US 35-Reconstruction of rest area as a truck parking site.								
COMMENTS :								
TOTAL COST (000): \$21,597			LET TYPE: Traditional		A.Q. : Exempt		RTP GOAL: SAF	
								RTIP
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future	
ENG	OTH	\$906						
ENG	STATE	\$226						
CON	EAR		\$11,633					
CON	OTH		\$4,738					
CON	STATE		\$4,093					

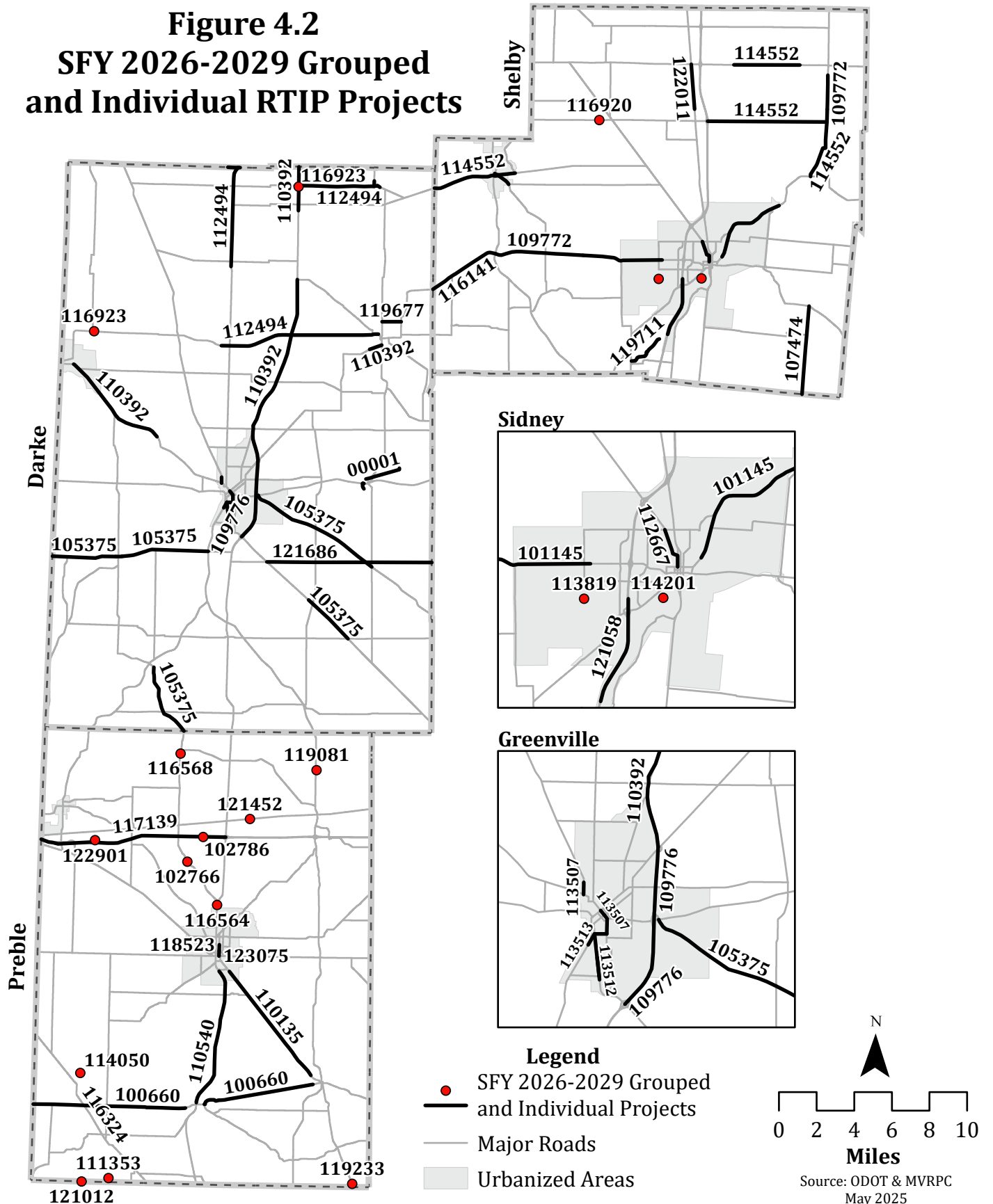
COUNTY, ROUTE, SECTION: PRE112-00.72 - SLI-004			ODOT PID # 123075		MVRPC # 2896.2		PROJECT SPONSOR: Eaton	
DESCRIPTION: Maple Street in Eaton from Main Street to East High Street-Full depth reconstruction including curb, drainage, sidewalk and utility relocation.								
COMMENTS :								
TOTAL COST (000): \$2,253			LET TYPE: Traditional		A.Q. : Exempt		RTP GOAL: SP	
								RTIP
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future	
CON	LOCAL				\$253			
CON	STD				\$2,000			

COUNTY, ROUTE, SECTION: PRE - Culverts FY29 - SLI-013			ODOT PID # 123589		MVRPC # 3012.5		PROJECT SPONSOR: ODOT District-8	
DESCRIPTION: Various culverts in Preble County-Pave invert of small culvert and sockline.								
COMMENTS :								
TOTAL COST (000): \$164			LET TYPE: Non-let		A.Q. : Exempt		RTP GOAL: SP	
								RTIP
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future	
CON	STATE					\$164		

EXPLANATION OF ABBREVIATIONS USED IN THE RTIP PROJECT LISTS

<u>PID #</u>	<u>FUND CODES, DESCRIPTION AND TYPICAL FUNDING SPLIT</u>	
ODOT "Project Identification Number"		
<u>Project I.D. #</u>	<u>Federal Allocation of ODOT or County Engineer Association Controlled Funds</u>	<u>Typical Fed./Local Share</u>
First Three Characters	BR Bridge Replacement and Rehabilitation	80/20
000 = Unique Project Number	EAR Federal Earmark, Specific Source Undetermined at this Time	Varies
Decimal Character = Subtype (as described below)	f-5310 Enhanced Mobility of Seniors and Individuals with Disabilities	80/20
.1 = New Construction	f-5311 Grants for Rural Areas	80/20
.2 = Reconstruction	f-5337 State of Good Repair Program	80/20
.3 = Resurface	f-5339 Bus and Bus Facilities Formula Program	80/20
.4 = Safety Improvement	HSIP Highway Safety Improvement Program	90/10
.5 = Bridge Replacement/Rehabilitation	NHPP National Highway Performance Program	80/20
.6 = Signal Improvement	OTH Other	Varies
.7 = Bikeway/Pedestrian Improvement	SCR State Carbon Reduction	80/20
.8 = Other Improvements	SPR Federal State Planning and Research	80/20
	SRTS Safe Routes to School	100
<u>Air Quality Status</u>	STA Surface Transportation Program (ODOT Transportation Alternatives Set-aside)	80/20
All projects in the RTP are exempt.	STD Surface Transportation Program (ODOT Allocation)	80/20
	TRAC Transportation Review Advisory Council	Varies
<u>Phase of Work</u>	<u>Federal Allocation of MVRPC Funds</u>	<u>Fed./Local Share</u>
ENG Environmental and Contract Plan Preparation	RSTP Regional Surface Transportation Program	Varies
ROW Right-of-Way Acquisition		
CON Construction		
SPR Federal State Planning and Research		
DBT Debt Service		
<u>RTP Goal</u>	<u>Other Funding Sources</u>	<u>Other/Local Share</u>
SAF Enhance safety in the transportation network	CDBG Community Development Block Grant	Varies
SP Preserve the regional transportation system in a state of good repair	LOCAL Local Funds	0/100
MOB Increase the number and quality of transportation mobility options available for all to use	ODOD Ohio Department of Development	Varies
ED Improve the capacity for economic development in the Region (ex: improve access to employment hubs)	OPWC Issue 2/LTIP	80/20
QLF Raise quality of life for citizens by connecting local communities	STATE ODOT State Funds	0/100
ST Embody stewardship principles by addressing transportation matters in a manner consistent with environmental planning principles	ELLIS ODOT's Project Monitoring Database	
	SLI Statewide Line Item	
	TELUS MVRPC's Project Monitoring Database	

Figure 4.2
SFY 2026-2029 Grouped
and Individual RTIP Projects



Fiscal Constraint Analysis

For a project to be included in the RTIP and STIP per federal regulations, reasonable fiscal constraint must be maintained. Fiscal constraint is maintained by keeping estimated transportation improvements within reasonably anticipated budgets. As the DPS RTPO does not currently receive sub-allocated funding, the Ohio STIP addresses all fiscal constraint requirements for the DPS RTPO program.

Highway

Table 4.4 provides an overview of the planned expenditures in the DPS RTPO Region for the SFY 2026-2029 RTIP/STIP period.

Table 4.4 – Fiscal Constraint for SFY 2026-2029 Highway Projects (in Thousands)

STIP Fund Type	STIP Year							
	2026		2027		2028		2029	
	Federal Funds							
	Budget	Estimate	Budget	Estimate	Budget	Estimate	Budget	Estimate
Discretionary / Earmark	\$9,888	\$9,888	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Programs	\$5,053	\$5,053	\$3,660	\$3,660	\$3,000	\$3,000	\$1,327	\$1,327
Major Programs	\$ -	\$ -	\$ -	\$ -	\$40,500	\$40,500	\$ -	\$ -
National Highway Freight	\$5,623	\$5,623	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Preservation	\$14,366	\$14,366	\$9,972	\$9,972	\$12,290	\$12,290	\$12,251	\$12,251
RTPO STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Safety	\$78,041	\$78,041	\$1,827	\$1,827	\$3,824	\$3,824	\$ -	\$ -
Total	\$35,009	\$35,009	\$15,458	\$15,458	\$59,615	\$59,615	\$13,578	\$13,578
Other Funds								
State	\$14,143	\$14,143	\$3,638	\$3,638	\$6,992	\$6,992	\$4,402	\$4,402
Labor	\$3,133	\$3,133	\$1,006	\$1,006	\$4,423	\$4,423	\$1,129	\$1,129
Local	\$3,863	\$3,863	\$1,130	\$1,130	\$1,934	\$1,934	\$431.784	\$431.784
Total	\$21,140	\$21,140	\$5,773	\$5,773	\$13,349	\$13,349	\$5,963	\$5,963
Overall Total*	\$56,148	\$56,148	\$21,232	\$21,232	\$72,964	\$72,964	\$19,541	\$19,541

Source: ODOT

*The values in the “Overall Total” row sometimes slightly differ from fund totals due to rounding.



Transit

There are currently no specific transit projects programmed in the DPS Region. Fiscal constraint for the programs that the transit agencies in the Region are eligible for can be found in Table 4.5 based on information available in the STIP.

Table 4.5 – Fiscal Constraint for SFY 2026-2029 Transit Projects (in Thousands)

STIP Year	2026		2027		2028		2029		Total		
	Budget	Estimate	Budget	Estimate	Budget	Estimate	Budget	Estimate	Budget	Estimate	Balance
5310 Small Urban / Rural (ODOT)	\$12.80	\$6.0	\$6.20	\$6.20	\$6.40	\$0.20	\$6.60	\$0.30	\$32.00	\$12.70	\$19.30
5311	\$55.50	\$46.80	\$35.50	\$37.70	\$36.60	\$2.10	\$37.70	\$2.20	\$165.30	\$88.80	\$76.40
5339 (ODOT)	\$8.50	\$3.90	\$4.20	\$3.90	\$4.40	\$ -	\$4.50	\$ -	\$21.60	\$7.80	\$13.80
Discretionary	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ 8.6	\$ -	\$ 8.6	\$ -	\$ 8.6	\$ -	\$ 8.6	\$ -	\$ 34.4	\$ -	\$34.4
Local	\$143.20	\$143.20	\$163.30	\$163.30	\$53.20	\$53.20	\$3.60	\$3.60	\$363.3	\$363.30	\$ -
Total	\$237.7	\$207.0	\$223.9	\$217.0	\$112.9	\$56.0	\$64.4	\$8.6	\$639.0	\$488.5	\$150.4

Source: ODOT



Chapter 5

Public Involvement

As the primary short-term project implementation document for the DPS Region, it is imperative that all of the Region's stakeholders have the opportunity to engage in and provide their input in the RTIP development process. As required by federal regulation (23 CFR 450.210(a)), the Miami Valley Regional Planning Commission adopted their official current Public Participation Policy on May 2, 2024, as such the public participation for the RTIP was conducted in accordance with the adopted Public Participation Policy. The Policy details the DPS RTPO public involvement process for all of its principle duties, including the development of the RTIP document. The Miami Valley Regional Planning Commission's Public Participation Policy document may be accessed at the following link or in Appendix X: https://www.mvrpc.org/sites/default/files/mvrpc_public_participation_policy_adopted_5-2-2024.pdf.

Rural Consultation

MVRPC engaged RTPO members at the end of the August 21, 2024 Steering Committee Meeting to see if there were any questions or concerns regarding the RTIP and project submission process. The ODOT District 7 and 8 representatives also gave a presentation on how and why the process works and hosted a question and answer period.

Public Comment Period

The final draft RTIP document is developed and presented to the public for a thirty-day public comment period. The public meeting for the draft RTIP was from 5 pm to 6 pm (EST) on March 25, 2025. The public comment period was open from March 12, 2025 through April 10, 2025 [anticipated]. The following is a summary of the SFY 2026-2029 RTIP public comment period:

[Summary to be drafted upon completion of the public comment period.]



Appendix A

Glossary

ADA	Americans with Disabilities Act of 1990
DPS	Darke-Preble-Shelby (<i>often in reference to the DPS Regional Transportation Planning Organization also known as the DPS RTPO</i>)
RTPO	Regional Transportation Planning Organization
RTIP	Regional Transportation Improvement Program
SFY	State Fiscal Year
STIP	State Transportation Improvement Program
DPS	Darke-Preble-Shelby
U.S.C.	United States Code
MVRPC	Miami Valley Regional Planning Commission
Title VI	Title 6 of the Civil Rights Act of 1964
MAP-21	Moving Ahead for Progress in the 21 st Century Act
DOT	Department of Transportation
ODOT	Ohio Department of Transportation
CFR	Code of Federal Regulations
LRTP	Long Range Transportation Plan
UPWP	Unified Planning Work Program
MPO	Metropolitan Planning Organization
VES	Local Identifier that is used for Darke County Airport
SCA	Local Identifier that is used for Sidney Municipal Airport

