## Indiana Department of Transportation (INDOT)



| Comments:RW moved from FY 22 to FY 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Indiana Department of Transportation | $\begin{aligned} & 43473 / \\ & 2000556 \end{aligned}$ | M01 | US 224 | Debris Removal From Channel | US 224 over St Mary's River, 0.85 miles E of US 27 | Fort Wayne | OSTBG |  | Bridge Consulting | PE | \$20,000.00 | \$5,000.00 | \$25,000.00 |  |  |
|  |  |  |  |  |  |  |  |  | $\begin{array}{\|l\|} \hline \begin{array}{l} \text { Bridge } \\ \text { Construction } \end{array} \\ \hline \end{array}$ | CN | \$288,496.00 | \$72,124.00 |  | \$360,620.00 |  |
| Performance Measure Impacted: Safety |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:PE moved from FY 22 to FY 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indiana Department of Transportation | $\begin{aligned} & 43801 / 1 \\ & 2100686 \end{aligned}$ | M 01 | US 224 | Bridge Deck Overlay | Bridge over ST MARY'S RIVER, oo. 85 East of US 27. | Fort Wayne | 0 STBG |  | Bridge Consulting | PE | \$373,600.00 | \$93,400.00 | \$467,000.00 |  |  |
|  |  |  |  |  |  |  |  |  | $\begin{array}{\|l\|} \hline \text { Bridge } \\ \text { Construction } \end{array}$ | CN | \$2,739,000.00 | \$684,750.00 |  |  | \$3,423,750.00 |
| Performance Measure Impacted: Bridge Condition |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:PE moved from FY 22 to FY 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Adams County Tot Federal: \$7, | 166,504.00 |  | Match | \$1,791,626.00 | 2022: \$47,525.00 | 2023 |  | 2024: \$360,620.00 | 2025: |  | 2026: | 423,750.00 |  |  |  |






*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

| State Preservation and Local Initiated Projects FY 2022-2026 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| SPONSOR | CONTR <br> ACT\#I <br> LEAD <br> DES | $\begin{aligned} & \text { STIP } \\ & \text { NAME } \end{aligned}$ | ROUTE | WORK TYPE | LOCATİN | DISTRICT | MLLES | FEDERAL CATEGORY | Total Cost of Project* | Program | PHASE | FEDERAL | MATCH | 2022 | 2023 | 2024 | 2025 | 2026 |
| Comments:Add RW to FY 23. 100\% Local Funds only |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Allen County | $\begin{aligned} & \hline 42839 \text { / } \\ & 1902824 \end{aligned}$ | M 01 | IR 6600 | Bridge Replacement | $\begin{aligned} & \text { Bridge \# } 257 \text { on Bluffton Rd } \\ & \text { over Harber Ditch } \end{aligned}$ | Fort Wayne |  | STBG |  | Local Funds | RW | \$0.00 | \$110,250.00 |  | \$110,250.00 |  |  |  |
| Performance Measure Impacted: Bridge Condition |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:Add RW for FY 23, 100\% Local Funds only. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Fort Wayne | $\begin{aligned} & \hline 42843 / \\ & 1902836 \end{aligned}$ | M 01 | IR 1988 | Bridge Replacement | Bridge \# 113 on Goeglein Rd over Bullerman Drain. | Fort Wayne |  | STBG |  | Local Funds | RW | \$0.00 | \$1,000.00 |  | \$1,000.00 |  |  |  |
| Performance Measure Impacted: Bridge Condition |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:Add RW for FY 23. 100\% Local Funds only |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Fort Wayne | $\begin{aligned} & \hline 42844 \text { I } \\ & 1902834 \end{aligned}$ | M 01 | IR 1988 | Bridge Deck Reconstruction | Bridge \#358 on Bluftton Rd over the St. Mary's River | Fort Wayne |  | STBG |  | Local Funds | CN | \$0.00 | \$1,000.00 |  | \$1,000.00 |  |  |  |


| Comments:Add Ut CN for FY 23.. Local Funds only |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Monroeville | $\begin{aligned} & 43157 / \\ & 2001789 \end{aligned}$ | M 01 | ST 1011 | Bike/Pedestrian Facilities | TRALL; Onio St, SW of Marquardt Dr. along East Allen Industrial Park Roadway | Fort Wayne | $7{ }^{\text {STBG }}$ |  | Local <br> Transportation <br> Alternatives | CN | \$1,100,000.00 | \$0.00 | \$1,100,000.00 |  |  |
|  |  |  |  |  |  |  |  |  | Local Funds | CN | \$0.00 | \$275,000.00 | \$275,000.00 |  |  |
| Performance Measure Impacted: Reliability and Freight Reliability |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:Move CN from FY 22 to FY 23. NIRCC MPO. includes des 2001784 sidewalks in Monrovville; and trail bridge des 2001790 over Flatrock Creek. TIP pages attached |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indiana Department of Transportation | $\begin{aligned} & 43168 / \\ & 2000601 \end{aligned}$ | M01 | ${ }^{1469}$ | $\begin{aligned} & \hline \text { Small Structure Pipe } \\ & \text { Lining } \end{aligned}$ | $\begin{aligned} & \text { Small Structure for Grover } \\ & \text { Ditch, } 1.41 \text { miles } N \text { of US } 30 \text {. } \end{aligned}$ | Fort Wayne | 0 NHPP | \$11,432,981.00 | $\begin{aligned} & \text { American Rescue } \\ & \text { Plan Act } \end{aligned}$ | CN | \$0.00 | \$0.00 | \$917,556.00 | (\$917,556.00) |  |
| Performance Measure Impacted: Safety |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:NIRP MPO TIP Resolution 23-1 dated 7/8/2022. DES 1900244 moving \$917,556 CN from FY 24 to FY 23. AQC exempt 5-18-2021. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indiana Department <br> of Transportation | $\begin{aligned} & 43259 \text { / } \\ & 1800034 \end{aligned}$ | M01 | 1469 | $\begin{aligned} & \hline \text { Interchange } \\ & \text { Modification } \end{aligned}$ | ${ }^{1-469}$ SB offr-ramp @ SR 37 | Fort Wayne | ${ }^{38}$ NHPP |  | $\begin{aligned} & \text { Safety } \\ & \text { Construction } \end{aligned}$ | CN | \$352,720.80 | \$39,191.20 |  |  | \$391,912.00 |
| Performance Measure Impacted: Safety |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:"CN moved from FY 23 to FY 25 NIRCC TIP Resolution 23-71 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indiana Department of Transportation | $\begin{aligned} & 43259 / \\ & 2001168 \end{aligned}$ | M01 | 1469 | Br Repl with a Small Structure | Bridge over GRICE DITCH, 01.04 Miles West of SR 37. | Fort Wayne | ONHPP |  | Bridge <br> Construction | $\mathrm{CN}^{\text {c }}$ | \$834,624.90 | \$92,736.10 |  |  | \$927,361.00 |
| Performance Measure Impacted: Bridge Condition |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:"CN moved from FY 23 to FY 25 NIRCC TIP Resolution 23-71 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indiana Department <br> of Transportation | $\begin{aligned} & 43269 \text { / } \\ & 2002360 \end{aligned}$ | M01 | 169 | $\begin{aligned} & \text { Small Structure Pipe } \\ & \text { Lining } \end{aligned}$ | 4.37 Miles North of I-469/I-69 - N. JCT, Large Culvert for UNT CEDAR CREEK. | Fort Wayne | .1 NHPP |  | Bridge Consulting | PE | \$963,540.00 | \$107,060.00 | \$1,070,600.00 |  |  |
| Performance Measure Impacted: Safety |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:"PE moved from FY 22 to FY 23. NIRCC TIP Resolution $23-73$ thru $23-78^{\prime \prime}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indiana Department of Transportation | $\begin{aligned} & 43798 / \\ & 2100202 \end{aligned}$ | M01 | SR 930 | $\begin{aligned} & \text { HMA Overlay, } \\ & \text { Preventive } \\ & \text { Maintenance } \end{aligned}$ | From I-69 to 7.48 Miles West of <br> I-69 (Cloverleaf). | Fort Wayne | ${ }^{7.6}$ STBG |  | Road Row | RW | \$36,000.00 | \$9,000.00 |  |  | \$45,000.00 |

[^0]
## Indiana Department of Transportation (INDOT)




Comments:"PE moved from FY 24 to FY 23.

| Indiana Department of Transportation | $\begin{aligned} & 438121 \\ & 2100774 \end{aligned}$ | M 01 | US 27 | $\begin{aligned} & \text { Small Structure Pipe } \\ & \text { Lining } \end{aligned}$ | Culvert over UNT SPY RUN CREEK, 0.54 Mile North of SR 930. | Fort Wayne | 1 STBG | $\begin{array}{\|l} \hline \text { Bridge } \\ \text { Construction } \end{array}$ | ${ }^{\text {CN }}$ | \$1,739,520.00 | \$434,880.00 |  |  | \$135,000.00 | \$2,039,400.00 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  | Bridge Consulting | PE | \$500,000.00 | \$125,000.00 | \$0.00 | \$625,000.00 |  |  |
|  |  |  |  |  |  |  |  | Bridge Row | RW | \$78,000.00 | \$19,500.00 |  |  | \$97,500.00 |  |

## Performance Measure Impacted: Safety



```
Page 5 of \(91 \quad\) Report Created:9/23/2022 8:14:11AN
```

*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.


[^1]*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.




## Indiana Department of Transportation (INDOT)



Performance Measure Impacted: Bridge Condition
Comments:Five Des Numbers: 1800293 (lead), 1800294, 1801025, 1801034, and 1801035. Increase FY23 PE to $\$ 28,650.00$ (Add $\$ 9,550.00$ ). Increase FY25 CN to $\$ 3,305,426.00$ (Add $\$ 632,718.00$ ). No MPO.
Brown County Total
Founty Total $\$ 513,814.40$
Match :\$128,453.60
2022
2023: $\$ 642,268.00$
2024:
2025
2026:




Indiana Department of Transportation (INDOT)



Performance Measure Impacted: Bridge Condition
Comments:Moving PE to FY 23
Daviess County Total
Federal: $\$ 11,755,800.00 \quad$ Match : $\$ 1,306,200.00$
2022:
2024:
2025: $\$ 10,213,500.00$
2026:

| SPONSOR | $\begin{aligned} & \hline \text { CONTR } \\ & \text { ACT\#I } \\ & \text { LEAD } \\ & \text { DES } \end{aligned}$ | $\begin{array}{\|l\|} \hline \text { STIP } \\ \text { NAME } \end{array}$ | ROUTE | WORK TYPE | LOCATION | DISTRICT | MILES | FEDERAL category | Total Cost of Project | Program | PHASE | FEDERAL | MATCH | 2022 | 2023 | 2024 | 2025 | 2026 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Dekalb County |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indiana Department of Transportation | $\begin{aligned} & 41545 / \\ & 1800053 \end{aligned}$ | M 01 | US 6 | Bridge Replacement, Other Construction | Bridge Over Cedar Creek, 0.39 Miles East of SR 427. | Fort Wayne |  |  | \$7,804,106.00 | Bridge Construction | CN | \$1,682,724.80 | \$420,681.20 |  | \$2,103,406.00 |  |  |  |



 Cona

| Indiana Department of Transportation | $\begin{aligned} & 433121 \\ & 2001842 \end{aligned}$ | M 01 | 169 | $\begin{array}{\|l} \text { Concrete Pavement } \\ \text { Restoration (CPR) } \end{array}$ | From 3.82 Miles South of SR 8 to 1.39 Miles North of SR 8. | Fort Wayne | 5.21 NHPP | $\begin{aligned} & \text { District Other } \\ & \text { ROW } \end{aligned}$ | RW | \$36,000.00 | \$4,000.00 |  |  | \$40,000.00 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  | Road Construction | CN | \$7,331,103.00 | \$814,567.00 |  |  |  | \$8,145,670.00 |
|  |  |  |  |  |  |  |  | Road Consulting | PE | \$90,000.00 | \$10,000.00 | \$0.00 | \$100,000.00 |  |  |
|  |  |  |  |  |  |  |  | District Other Construction | CN | \$1,260,000.00 | \$140,000.00 |  |  |  | \$1,400,000.00 |

Page 16 of 91



## Indiana Department of Transportation (INDOT)




| Commen | Federal Fur | ing by \$ | 1,647,696 |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Ekhhart | $\begin{aligned} & 41395 / \\ & 1801611 \end{aligned}$ | M 01 | ST 1022 | Auxiliary Lanes Two-way Left Turn Lanes | Bristol St: from Jeanwood Dr. to CR 15 | Fort Wayne | $1.2{ }^{\text {STBG }}$ | Local Funds | RW | \$0.00 | \$120,000.00 | \$120,000.00 |
|  |  |  |  |  |  |  |  | $\begin{aligned} & \text { Elkhart-Goshen } \\ & \text { MPO } \end{aligned}$ | RW | \$480,000.00 | \$0.00 | \$480,000.00 |



Performance Measure Impacted: Bridge Condition
Comments:Move CN from FY 23 to FY 24. MACOG MPO. Includes New Bridges des 1900836 County Bridge 148 - Sunnyside Ave/Mall Dr at US 33 ; des 2001723 County Bridge 151 - Concord Mall Drive over Yellow Creek; des 2001724 County Bridge 150 - Sunnyside Ave over Yellow Creek; des 2100065 Extension and Realignment of CR 13 from Sunnyside Ave to CR 45. MACOG M15-22, M16-22, M17-22, M18-22 and M19-22.


Performance Measure Impacted: Safety
Comments:MACOG M36-22



## Indiana Department of Transportation (INDOT)







## Indiana Department of Transportation (INDOT)




## Comments:RW moved from FY 22 to FY 23




| Comments:RW/CN mo | oved from F | Y 22 to F |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Indiana Department of Transportation | $\begin{aligned} & 43792 I \\ & 2100273 \end{aligned}$ | M01 | SR 18 | $\begin{aligned} & \text { Small Structures \& } \\ & \text { Drains Construction } \end{aligned}$ | All culverts within PK 20135 on SR 18, from 2.01 Miles East of SR 9 to $1-69$. | Fort Wayne | 5.169 STBG | Bridge Row | RW | \$12,000.00 | \$3,000.00 |  |  | \$15,000.00 |  |
|  |  |  |  |  |  |  |  | $\begin{array}{\|l} \hline \text { Bridge } \\ \text { Construction } \end{array}$ | CN | \$2,540,640.00 | \$635,160.00 |  |  | \$10,000.00 | \$3,165,800.00 |
|  |  |  |  |  |  |  |  | Bridge Consulting | PE | \$633,920.00 | \$158,480.00 | \$0.00 | \$792,400.00 |  |  |
| Performance Measure | Impacted: | Safety |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:PE moved | from FY 22 | to FY 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indiana Department <br> of Transportation <br> of Transportation | 43825 <br> 2100768 | M 01 | ${ }^{169}$ | $\begin{array}{\|l} \hline \text { Small Structure Pipe } \\ \text { Lining } \end{array}$ | $\begin{aligned} & \text { Culvert over McKee Ditch, } 7.32 \\ & \text { Miles North of SR } 18 \text {. } \end{aligned}$ | Fort Wayne | NHPP | Bridge Consulting | PE | \$270,000.00 | \$30,000.00 | \$0.00 | \$300,000.00 |  |  |
|  |  |  |  |  |  |  |  | Bridge Row | RW | \$47,250.00 | \$5,250.00 |  |  | \$52,500.00 |  |
|  |  |  |  |  |  |  |  |  | CN | \$910,620.00 | \$101,180.00 |  |  | \$35,000.00 | \$976,800.00 |
| Pefformance Measure | Impacted: | Safety |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Indiana Department of Transportation (nDOT)



Grant County Total
Federal: $\$ 14,058,769.60 \quad$ Match : $\$ 3,250,790.40$
2022: $\$ 267,725.00$
2023: \$1,942,316.00
2024: $\$ 4,965,522.00$
2025: \$5,991,397.00
2026: $\$ 4,142,600.00$

## Indiana Department of Transportation (INDOT)




Performance Measure Impacted: Safety
Comments:PE moved from FY 22 to 23 . No MPO. AQC N/A

| Greene County Total |  |  |  |  |
| :--- | :--- | :--- | :--- | :--- |
| Federal: $\$ 1,071,318.40$ | Match $: \$ 267,829.60$ | $2022:$ | 2023: $\$ 208,500.00$ | 2024: |





| Indiana Department of Transportation (INDOT)State Preservation and Local Initiated Projects FY 2022-2026 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| SPONSOR | CONTR  <br> ACT\#I  <br>  LEAD <br> DES  | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { STIP } \\ \text { NAME } \end{array} \\ \hline \end{array} \text { SAMTIT }$ | ROUTE | WORK TYPE | Location | DISTRICT | MILES | FEDERAL CATEGORY | Total Cost of Project* Project* | PROGRAM | PHASE | FEDERAL | MATCH | 2022 | 2023 | 2024 | 2025 | 2026 |
| Hendricks County |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indiana Department of Transportation | $\begin{aligned} & 415881 \\ & 1800153 \end{aligned}$ | M01 | SR 234 | Small Structure Replacement | ${ }^{3.54 ~ m i ~ W ~ o f ~ S R ~} 75$ | Crawfordsville |  | TBG |  | Bridge Row | RW | \$27,200.00 | \$6,800.00 | \$26,000.00 | \$8,000.00 |  |  |  |
| Performance Measure Impacted: Bridge Condition |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:Move RW from FY 22 to FY 23. No MPO. <br> Includes des 18001547.28 mi W of SR 75; des 18001556.55 mi W of SR 75 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indiana Department <br> of Transportation | $\begin{aligned} & 41611 \text { I } \\ & 2000839 \end{aligned}$ | M01 | SR 75 | $\begin{aligned} & \text { HMA Overlay, } \\ & \text { Preventive } \\ & \text { Maintenance } \end{aligned}$ | From US 36 to SR 234 | Crawfordsville | ${ }^{12.41}$ | TBG | \$5,879,778.00 | Road Row | RW | \$8,000.00 | \$2,000.00 |  | \$10,000.00 |  |  |  |
| Performance Measure Impacted: Pavement Condition |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:move FY22 ROW to FY 23 \$10,000 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{aligned} & 42257 / 7 \\ & 1900357 \end{aligned}$ | M01 | US 36 | Concrete Pavement Restoration (CPR) | from 0.95 mi E to 6.76 mi E of SR 39 E Jct | Crawfordsville |  | TBG | \$11,259,540.00 | Road Row | RW | \$0.00 | \$0.00 | (\$20,000.00) | \$20,000.00 |  |  |  |
| Performance Measure Impacted: Pavement Condition |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:moved FY22 Row to FY23-IMPO Appendix C |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indiana Department of Transportation | ${ }^{43451 /} \begin{aligned} & 2002201 \end{aligned}$ | M01 | US 136 | $\begin{aligned} & \hline \begin{array}{l} \text { Small Structure } \\ \text { Replacement } \end{array} \\ & \hline \end{aligned}$ | 1.09 mi W of SR 267, over ditch | Crawfordsville |  | TBG | \$620,141.00 | Bridge Row | RW | \$0.00 | \$0.00 | (\$70,000.00) | \$70,000.00 |  |  |  |
| Performance Measure Impacted: Bridge Condition |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:move FY22 ROW to FY23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indiana Department of Transportation | $\begin{aligned} & 43566 / \\ & 2002595 \end{aligned}$ | M01 | 174 | Install New Cable Rail <br> Barriers | $1-74$ from 0.69 mile east of SR-32 to 0.53 mile west of SR-267 | Crawfordsville | 26.4 | NHPP | \$2,984,599.00 | Safety Construction | CN | \$644,674.50 | \$71,630.50 | (\$2,248,294.00) | \$2,964,599.00 |  |  |  |
| Performance Measure Impacted: Safety |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:move FY22 CN \$2, 248,294 to FY23-IMPO Appendix C |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indiana Department of Transportation | $\begin{aligned} & 43691 / \\ & 2100050 \end{aligned}$ | M 01 | 174 | $\|$Auxiliary Lanes, <br> Accel \& Decel or Turn <br> Lanes | 5.14 miles west of the west leg of l-465 | Crawfordsville |  | NHPP | \$1,503,690.00 | Mobility Consulting | PE | \$0.00 | \$0.00 | (\$250,000.00) | \$250,000.00 |  |  |  |
| Performance Measure Impacted: Reliability and Freight Reliability |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:move FY22 PE to FY23-IMPO Appendix C |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indiana Department of Transportation | $\begin{aligned} & 43696 / \\ & 2100267 \end{aligned}$ | M01 | SR 75 |  <br> Drains Construction | From 0.27 mi S of SR 236 to 0.35 mi N of SR 236 (North Salem) | Crawfordsville |  | TBG | \$723,868.00 | Bridge Consulting | PE | \$0.00 | \$0.00 | (\$166,000.00) | \$166,000.00 |  |  |  |
| Performance Measure Impacted: Safety |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:move FY22 PE to FY 23 \$ 166,000 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |





## Performance Measure Impacted: Reliability and Freight Reliability



Comments:Moved PE from FY 22 to FY 23 and increased federal funds $\$ 452,397.00$, moved RW from FY 23 to $\mathrm{FY} 24 \$ 100,000.00$, Moved CN from FY 24 to FY 25 and increased federal funds $\$ 3,120,000.00$. KHCGCC Resolution $6 / 9 / 2022$. AQC N/A

| Howard County Total <br> Federal: $\$ 2,756,805.00$ | Match : $\$ 670,505.00$ | 2022: $-\$ 1,943,810.00$ | 2023: $\$ 3,546,120.00$ | 2024: $-\$ 2,075,000.00$ | 2025: $\$ 3,900,000.00$ |
| :---: | :---: | :---: | :---: | :---: | :---: |

## Indiana Department of Transportation (INDOT)

| SPONSOR | $\begin{array}{c\|} \hline \text { CONTR } \\ \text { ACT\#I } \\ \text { LEAD } \\ \text { DES } \end{array}$ | $\begin{aligned} & \text { al stial } \\ & \hline \text { NAME } \end{aligned}$ | ROUTE | WORK TYPE | LOCATION | DISTRICT | MILES | FEDERAL CATEGORY | Total Cost of Project* | Program | PHASE | FEDERAL | MATCH | 2022 | 2023 | 2024 | 2025 | 2026 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Huntington County |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indiana Department <br> of Transportation | $\begin{aligned} & \hline 41548 / \\ & 1800052 \end{aligned}$ | M 01 | SR 5 | Bridge Replacement, Other Construction | Bridge Over Clear Creek, 0.30 Miles North of SR 16. | Fort Wayne |  |  | \$4,615,190.00 | $\begin{array}{\|l\|} \hline \text { Bridge } \\ \text { Construction } \end{array}$ | CN | \$1,532,224.00 | \$383,056.00 |  | \$1,915,280.00 |  |  |  |


| Comments:No MPO. Adding CN to FY 23 for \$1,915,280. Total CN for FY 23 is $\$ 3,923,753$. Contract B-41548, DES 1800052 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Indiana Department of Transportation | $\begin{aligned} & 43182 / \\ & 2000915 \end{aligned}$ | M01 | US 224 | Bridge Deck Overlay | Bridge over Little River (N. <br> Fork), 1.56 miles E of US 24. | Fort Wayne | 0 NHPP |  | $\begin{array}{\|l} \hline \text { Bridge } \\ \text { Construction } \end{array}$ | ${ }^{\text {CN }}$ | \$907,452.00 | \$226,863.00 |  | \$1,134,315.00 |  |  |
| Performance Measure Impacted: Bridge Condition |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments: CN in STIP can be reduced by $\$ 715 \mathrm{k}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indiana Department of Transportation <br> of Transportation | $\begin{aligned} & 432821 \\ & 2001840 \end{aligned}$ | M01 | ${ }^{169}$ | HMA Overlay,Preventive <br> Maintenance | From 0.37 Miles South of SR 5 to 0.49 Miles South of US 224 | Fort Wayne | ${ }^{8.855 ~ N H P P ~}$ |  | $\begin{array}{\|l} \text { Road } \\ \text { Construction } \end{array}$ | CN | \$8,581,752.90 | \$953,528.10 |  |  | \$9,535,281.00 |  |
|  |  |  |  |  |  |  |  |  | Bridge Consulting | PE | \$90,000.00 | \$10,000.00 |  | \$100,000.00 |  |  |
|  |  |  |  |  |  |  |  |  | Road Consulting | PE | \$0.00 | \$0.00 | \$0.00 |  |  |  |
| Performance Measure Impacted: Pavement Condition |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:PE reduced by $\$ 1,194,000$ and move from FY 22 to FY 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indiana Department of Transportation | $\begin{aligned} & 43796 / \\ & 2100728 \end{aligned}$ | M 01 | SR 3 | Bridge Deck Overlay | Bridge over WABASH RIVER <br> (old chan.), 00.07 Mile South of <br> SR 116. | Fort Wayne | STBG |  | Bridge Consulting | PE | \$152,240.00 | \$38,060.00 | \$0.00 | \$190,300.00 |  |  |
|  |  |  |  |  |  |  |  |  | $\begin{array}{\|l\|} \hline \text { Bridge } \\ \text { Construction } \end{array}$ | ${ }^{\text {CN }}$ | \$1,212,200.00 | \$303,050.00 |  |  |  | \$1,515,250.00 |
| Performance Measure Impacted: Bridge Condition |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:PE moved from FY 22 to FY 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indiana Department <br> of Transportation | $\begin{aligned} & 43845 / \\ & 2100630 \end{aligned}$ | M01 | SR3 | Bridge Thin Deck Overlay | Bridge over WABASH RIVER <br> (new chan.). 0.39 Miles South <br> of SR 116. | Fort Wayne | 0 STBG |  | $\begin{array}{\|l\|} \hline \text { Bridge } \\ \text { Construction } \end{array}$ | CN | \$220,000.00 | \$55,000.00 |  |  |  | \$275,000.00 |
|  |  |  |  |  |  |  |  |  | Bridge Consulting | PE | \$100,920.00 | \$25,230.00 | \$0.00 | \$126,150.00 |  |  |
| Performance Measure Impacted: Bridge Condition |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:PE moved from FY 22 to FY 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indiana Department of Transportation <br> of Transportation | $\begin{aligned} & 43846 / 1 \\ & 2100636 \end{aligned}$ | ${ }^{\text {M } 01}$ | SR9 | $\begin{array}{\|l} \hline \begin{array}{l} \text { Sridge Thin Deck } \\ \text { Overlay } \end{array} \\ \hline \end{array}$ | NB Bridge over NS RR <br> (HUNTINGTON), 00.78 Mile <br> South of US 24. | Fort Wayne | OSTBG | \$1,101,400.00 | Bridge Consulting | PE | - $832,480.00$ | -88,120.00 | (\$225,000.00) | \$184,400.00 |  |  |
| Performance Measure Impacted: Bridge Condition |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:PE moved from FY 22 to FY 23. No MPO. DES 2100636, 2100637, |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{aligned} & 440951 \\ & 2100867 \end{aligned}$ | M 01 | $]^{169}$ | $\begin{aligned} & \text { Debris Removal From } \\ & \text { Channel } \end{aligned}$ | NB Bridge over Salamonie River, Road, 01.31 miles S of SR 5. | Fort Wayne | 0 NHPP |  | Bridge Consulting | PE | \$36,000.00 | \$4,000.00 | \$0.00 | \$40,000.00 |  |  |
|  |  |  |  |  |  |  |  |  | Bridge <br> Construction | CN | \$273,712.50 | \$30,412.50 |  |  | \$304, 125.00 |  |
| Performance Measure Impacted: Safety |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:PE reduced $\$ 5,000$ and moved from FY 22 to FY 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Page 34 of $91 \quad$ Report Created:9/23/2022 8:14:11AM
*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

| Indiana Department of Transportation (INDOT)State Preservation and Local Initiated Projects FY 2022-2026 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| SPONSOR | $\begin{aligned} & \hline \text { CONTR } \\ & \text { ACT\#I } \\ & \text { LEAD } \\ & \text { DES } \end{aligned}$ | $\begin{array}{\|l\|} \hline \text { STIP } \\ \text { NAME } \end{array}$ | ROUTE | WORK TYPE | Location | DISTRICT | MILES | $\begin{aligned} & \text { FEDERAL } \\ & \text { CATEGORY } \end{aligned}$ | Total Cost of Project ${ }^{*}$ | Program | PHASE | FEDERAL | MATCH | 2022 | 2023 | 2024 | 2025 | 2026 |
| Indiana Department of Transportation | $\begin{aligned} & 44527 \text { I } \\ & 2200512 \end{aligned}$ | M01 | US 24 | Small Structures \& Drains Construction | From 1.66 Miles E of SR 9 E Jct (Meridian Rd) to 2.08 Miles W of $\mathrm{I}-69$ (Homestead Rd) | Fort Wayne | ${ }^{13.337}$ |  |  | Road Consulting | PE | \$2,820,000.00 | \$705,000.00 |  | \$3,525,000.00 |  |  |  |
|  |  |  |  |  |  |  |  |  |  | $\begin{array}{\|l\|} \hline \text { Road } \\ \text { Construction } \end{array}$ | CN | \$200,000.00 | \$50,000.00 |  |  |  | \$250,000.00 |  |
|  |  |  |  |  |  |  |  |  |  | Road ROW | RW | \$200,000.00 | \$50,000.00 |  |  |  | \$250,000.00 |  |
| Performance Measure Impacted: Safety |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:NIRCC M23-39 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indiana Department of Transportation | ${ }^{44548 /} 2200555$ | M01 |  | Replace Superstructure | Bridge over US 24, 3.55 miles N US 24 | Fort Wayne |  | STBG |  | Bridge Consulting | PE | \$649,600.00 | \$162,400.00 |  | \$812,000.00 |  |  |  |
|  |  |  |  |  |  |  |  |  |  | Bridge Row | RW | \$29,600.00 | \$7,400.00 |  |  |  | \$37,000.00 |  |
|  |  |  |  |  |  |  |  |  |  | $\begin{aligned} & \text { Bridge } \\ & \text { Construction } \end{aligned}$ | CN | \$48,000.00 | \$12,000.00 |  |  |  | \$60,000.00 |  |
| Performance Measure Impacted: Bridge Condition |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:5500k for PE in FY 23. Rest of Contract is in A22-02 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



| Indiana Department of Transportation (INDOT)State Preservation and Local Initiated Projects FY 2022-2026 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| SPONSOR | CONTR  <br> ACT\#I  <br>  LEAD <br> DES  | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { STIP } \\ \text { NAME } \end{array} \\ \hline \end{array} \text { SAMTIT }$ | ROUTE | WORK TYPE | Location | DISTRICT | MILES | FEDERAL CATEGORY | Total Cost of Project* | PROGRAM | PHASE | FEDERAL | MATCH | 2022 | 2023 | 2024 | 2025 | 2026 |
| Jasper County |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indiana Department of Transportation | $\begin{aligned} & 43211 / 1 \\ & 2001617 \end{aligned}$ | M01 | US 231 | $\begin{array}{\|l} \hline \text { Small Structures \& } \\ \text { Drains Construction } \end{array}$ | 10 Locations on US 231 from 0.32 miles South of 165 to intersection of SR 10 and US | LaPorte | 26.65 |  | \$1,241,676.00 | Bridge Row | RW | \$0.00 | \$0.00 | (\$20,000.00) | \$20,000.00 |  |  |  |
| Performance Measure Impacted: Safety |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:Move RW funds from FY22 to FY23. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indiana Department of Transportation | $\begin{aligned} & 43878 / 1 \\ & 2101074 \end{aligned}$ | M01 | SR 10 | Small Structure Replacement | $\begin{aligned} & \text { over UNT Stover Ditch, } 0.02 \\ & \text { mi. W of Jct SR } 110 \end{aligned}$ | LaPorte |  | BG | \$633,670.00 | Bridge Consulting | PE | \$0.00 | \$0.00 | (\$52,800.00) | \$52,800.00 |  |  |  |
| Performance Measure Impacted: Bridge Condition |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:No MPO Move PE from FY22 to FY23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indiana Department of Transportation | $\begin{aligned} & 43890 / \\ & 2100233 \end{aligned}$ | M01 | SR 14 | $\left\lvert\, \begin{aligned} & \text { HMA Overlay, } \\ & \text { Preventive } \\ & \text { Maintenance } \end{aligned}\right.$ | From 3.5 Miles East of I-65 (CSX Rairoad Crossing in Parr) to US 49 | LaPore | ${ }^{9.182}$ |  | \$5,141,410.00 | Road Consulting | PE | \$129,600.00 | \$32,400.00 | ( $\$ 693,000.00)$ | \$693,000.00 |  |  | \$162,000.00 |
| Performance Measure Impacted: Pavement Condition |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:No MPO Move PE funds from FY22 to FY23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indiana Department of Transportation | $\begin{aligned} & 439181 \\ & 2000020 \end{aligned}$ | M01 | ${ }^{165}$ | $\begin{aligned} & \text { Interchange } \\ & \text { Modification } \end{aligned}$ | $\begin{aligned} & 0.5 \mathrm{mi} \text { S of SR10 to } 0.5 \mathrm{mi} \mathrm{~N} \text { of } \\ & \text { SR10 } \end{aligned}$ | LaPore |  |  | \$3,828,026.00 | Mobility Consulting | PE | \$0.00 | \$0.00 | ( $\$ 500,000.00$ ) | \$500,000.00 |  |  |  |
| Performance Measure Impacted: Safety |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:No MPO Move PE funds from FY22 to FY23. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indiana Department of Transportation | $\begin{aligned} & 43919 / \\ & 2100158 \end{aligned}$ | M01 | 165 | Bridge Deck Overlay | 65 under Bunkum Rd, 1.0 mi S of SR114 | LaPore |  |  | \$2,754,340.00 | Bridge Consulting | PE | 994,500.00 | \$10,500.00 | (\$287,000.00) | \$287,000.00 |  |  | \$105,000.00 |
| Performance Measure Impacted: Bridge Condition |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:No MPO Move PE funds from FY22 to FY23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indiana Department of Transportation | $\left[\begin{array}{l} 43926 / 2 \\ 2100738 \end{array}\right.$ | M01 | US 231 | Bridge Deck Overlay | $\begin{aligned} & \text { Over Howe Ditch, } 1.71 \text { Miles } \\ & \text { North of SR } 16 \end{aligned}$ | LaPore |  |  | \$1,315,495.00 | Bridge Consulting | PE | \$40,000.00 | \$10,000.00 | (\$200,000.00) | \$200,000.00 |  |  | \$50,000.00 |
| Performance Measure Impacted: Bridge Condition |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments: No MPO Move PE funds from FY22 to FY23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indiana Department of Transportation | $\begin{aligned} & 439271 \\ & 2101076 \end{aligned}$ | M01 | US 231 | Small Structure Replacement | US231 over UNT Hobbs Ditch, 0.06 mi S US231 | LaPore |  |  | \$746,260.00 | Bridge Consulting | PE | \$0.00 | \$0.00 | (\$62,500.00) | \$62,500.00 |  |  |  |
| Performance Measure Impacted: Bridge Condition |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:No MPO Move PE funds from FY22 to FY23. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |




| Commen | $\begin{aligned} & 413081 \\ & 1702762 \end{aligned}$ | M01 |  | $\begin{array}{\|l} \hline \text { ADA Sidewalk Ramp } \\ \text { Construction } \end{array}$ | elocal funds | Greenfield | .$^{617}{ }^{\text {STBG }}$ | \$722,695.00 |  | CN | \$0.00 | \$103,959.00 | \$103,959.00 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Portland |  |  | MS 7 |  | Local-State Road $67 /$ Votaw <br> Street in Portland, Indiana <br> -1702762 |  |  |  | Local Funds |  |  |  |  |
|  |  |  |  |  |  |  |  |  | Local <br> $\begin{array}{l}\text { Toansportation } \\ \text { Iternatives }\end{array}$ Alternatives | CN | \$415,836.00 | \$0.00 | \$415,836.00 |

## Performance Measure Impacted: Safety


Performance Measure Impacted: Pavement Condition


Page 38 of 91
Report Created:9/23/2022 8:14:11AM
*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes

## Indiana Department of Transportation (INDOT)





Indiana Department of Transportation (INDOT


Comments:IMPO moving \$933,200 CN to FY 23


| Indiana Department of Transportation (INDOT)State Preservation and Local Initiated Projects FY 2022-2026 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| SPONSOR | $\begin{aligned} & \hline \text { CONTR } \\ & \text { ACT\#I } \\ & \text { LEAD } \\ & \text { DES } \end{aligned}$ | $\begin{array}{\|c\|} \hline \text { STIP } \\ \text { NAMM } \end{array}$ | ROUTE | WORK TYPE | Location | DISTRICT | MILES | FEDERAL CATEGORY | $\begin{aligned} & \text { Total Cost of } \\ & \text { Project }^{*} \end{aligned}$ | PROGRAM | PHASE | FEDERAL | MATCH | 2022 | 2023 | 2024 | 2025 | 2026 |
| Indiana Department of Transportation | $\begin{aligned} & 438101 \\ & 2100794 \end{aligned}$ | M 01 | SR 19 | Small Structure Replacement | Culvert over LITTLE YELLOW CREEK, 5.23 Miles North of SR 14. | Fort Wayne |  | STBG |  | Bridge ROW | RW | \$32,000.00 | \$8,000.00 |  |  |  | \$40,000.00 |  |
|  |  |  |  |  |  |  |  |  |  | Bridge Consulting | PE | \$120,000.00 | \$30,000.00 | \$0.00 | \$150,000.00 |  |  |  |
|  |  |  |  |  |  |  |  |  |  | Bridge Construction | CN | \$479,520.00 | \$119,880.00 |  |  |  | \$100,000.00 | \$499,400.00 |
| Performance Measure Impacted: Bridge Condition |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:PE move from FY 22 to FY 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |





## Comments:Moving CN funds from FY 2023 to 2024 includes 8 des numbers. . 1700105 , 1700359, 1900370, 1703000, 1703011, 1703012, 1800533, 2000039

Federal: $\$ 30,981,102.40 \quad$ Match : $\$ 7,745,275.60$
2022: $\$ 210,641.00$
2023: $\$ 1,588,300.00$
2024: \$36,927,437.00
2025
2026:


Indiana Department of Transportation (INDOT



## Indiana Department of Transportation (INDOT)

| State Preserv | and LOC <br> CONTR <br> ACT \#I <br> LEAD <br> DES <br> DES | $\begin{aligned} & \text { ala Initiat } \\ & \begin{array}{\|l\|} \hline \text { STIP } \\ \text { NAME } \end{array} \end{aligned}$ | R Route | WORK TYPE | Location | DISTRICT | MILES | FEDERAL CATEGORY | Total Cost of Project* | PROGRAM | PHASE | FEDERAL | MATCH | 2022 | 2023 | 2024 | 2025 | 2026 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Marshall County |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Plymouth | $\begin{aligned} & 40735 \text { I } \\ & 1600926 \end{aligned}$ | ${ }^{\text {M }} 01$ | ST 1035 | Road Reconstruction (3R/4R Standards) | $\|$Hoham Drive starting at N <br> Michigan Street to $400^{\prime} \mathrm{W}$ of Western Avenue | LaPorte |  | STBG |  | Group III Program | CN | \$2,147,409.60 | \$0.00 |  | \$2,147,409.60 |  |  |  |
|  |  |  |  |  |  |  |  |  |  | Local Funds | CN | \$0.00 | \$536,852.40 |  | \$536,852.40 |  |  |  |





Perrormance Measure Impacted: Pavement Condition $\quad$,

| omments:Move FY22 PE to FY23. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lapaz | $\begin{aligned} & 44075 / \\ & 2101238 \end{aligned}$ | M 01 | ST 1040 | $\begin{array}{\|l\|l} \hline \begin{array}{l} \text { Bike/Pedestrian } \\ \text { Facilities } \end{array} \end{array}$ | Michigan Street sidewalks from Walnut to Vintage | LaPorte | .$^{16}{ }^{\text {TA }}$ | Local Funds | PE | \$0.00 | \$11,000.00 | \$11,000.00 |  |  |
|  |  |  |  |  |  |  |  | Local Transportation | PE | \$44,000.00 | \$0.00 | \$44,000.00 |  |  |
| Performance Measure Impacted: Reliability and Freight Reliability |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



## Indiana Department of Transportation (INDOT)

 Performance Measure Impacted: Reliability and Freight Reliability
Comments:Increase Federal Funding by $\$ 23,895$

## Marshall County Total

Federal: $\$ 2,590,608.80 \quad$ Match : $\$ 647,692.20$
2022: $\$ 139,209.00$
2023: \$4,441,728.00
2024: - $\$ 1,342,636.00$
2025:
2026:

## Indiana Department of Transportation (INDOT)



Comments:CN moved from 22 to 23 and increased $\$ 418,000$. No MPO. AQC N/A.

2023: $\$ 2,526,229.69$
2024:
2025:
2026:


Comments:Removed DES 1802090 from contract. STIP CN needs reduced.

| Indiana Department of Transportation | ${ }_{1900079}^{423671}$ | M 01 | US 24 | Small Structure Replacement | 2.53 Miles East of SR 19, Carries UNT of Schrock Creek | Fort Wayne | . 2 NHPP | Bridge Consulting | PE | \$94,960.00 | \$23,740.00 | \$118,700.00 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  | $\begin{array}{\|l} \hline \text { Bridge } \\ \text { Construction } \end{array}$ | CN | \$4,156,868.80 | \$1,039,217.20 | \$15,000.00 | \$55,000.00 | \$5,126,086.00 |  |  |
|  |  |  |  |  |  |  |  | Bridge Row | RW | \$24,000.00 | \$6,000.00 | \$30,000.00 |  |  |  |  |


| Performance Measure Impacted: Bridge Condit |
| :--- |
| Comments: CN moved from FY 22 to FY 23 |


| Indiana Department of Transportation | 42368 I <br> 1900078 | M 01 | US 24 | Small Structure Replacement | 2.83 Miles East of US 31, Carries UNT of Prairie Creek | Fort Wayne | .23NPP | Bridge Consulting | PE | \$30,160.00 | \$7,540.00 | \$37,700.00 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  | Bridge <br> Construction | CN | \$2,169,209.60 | \$542,302.40 |  | \$45,000.00 | \$2,666,512.00 |  |  |
|  |  |  |  |  |  |  |  | Bridge Row | RW | \$16,000.00 | \$4,000.00 | \$0.00 | \$20,000.00 |  |  |  |
| Pefformance Measur | Impacted: | Bridge C | Ondition |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:RW/CN m | oved from | 22 to F | Y 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indiana Department <br> of Transportation | $\begin{aligned} & 43799 \text { / } \\ & 2100736 \end{aligned}$ | M 01 | SR 19 | Bridge Deck Overlay | Bridge over EEL RIVER, 00.64 Mile South of SR 16. | Fort Wayne | OSTBG | $\left\lvert\, \begin{aligned} & \text { Bridge } \\ & \text { Construction } \end{aligned}\right.$ | CN | \$1,005,210.40 | \$251,302.60 |  |  |  | \$20,000.00 | \$1,236,513.00 |
|  |  |  |  |  |  |  |  | Bridge Consulting | PE | \$128,00.00 | \$32,000.00 | \$0.00 | \$160,000.00 |  |  |  |
| Performance Measur | Impacted: | Bridge C |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:PE move | d from FY 22 | to FY 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indiana Department of Transportation | $\begin{aligned} & 438031 \\ & 2100790 \end{aligned}$ | M 01 | SR 16 | Small Structure Replacement | Culvert over WILSON RHODES DITCH, 1.45 Miles East of SR 19 (N.JCT). | Fort Wayne | .$^{\text {STBG }}$ | Bridge <br> Construction | CN | \$971,244.00 | \$242,811.00 |  |  |  | \$15,000.00 | \$1,199,055.00 |
|  |  |  |  |  |  |  |  | Bridge Consulting | PE | \$272,000.00 | \$68,000.00 | \$0.00 | \$340,000.00 |  |  |  |

Page 52 of 91
*Estimated Costs leff to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.


## Indiana Department of Transportation (INDOT)













## Indiana Department of Transportation (INDOT)

 Performance Measure Impacted: Pavement Condition
Comments:RW and CN moved from FY 22 to FY 23. No MPO. AQC N/A. includes des 1700165 Over Black River, 02.09 miles South SR-168; des 1800142 SR 65 Over L-64 EBNBB Lanes, 02.61 mis SR-68; des 2101782 From 0.14 mi S. of W. Jct. SR 68 ( to 0.62 mi E. of W. Jct. SR 68




## Indiana Department of Transportation (INDOT)



Comments:Two Des Numbers: 2000370 (lead) and 1801788. Increase FY23 CN to $\$ 6,187,168$ total (Add $\$ 1,946,165.00$ ). No MPO.
Ripley County Total
Federal: $\$ 1,556,932.00$
2022:
2023: \$1,946,165.00
2024
2025


| Indiana Department of Transportation (INDOT) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| State Preservation and Local Initiated Projects FY 2022-2026 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| SPONSOR | CONTR  <br> ACT\#।  <br>  LEAD <br> DES  | $\begin{array}{\|c\|} \hline \text { STIP } \\ \text { NAMME } \end{array}$ | ROUTE | WORK TYPE | Location | DISTRICT | MILES | FEDERAL CATEGORY | Total Cost of Project* | Program | PHASE | FEDERAL | MATCH | 2022 | 2023 | 2024 | 2025 | 2026 |
| Scott County |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indiana Department of Transportation | $\begin{aligned} & 39911 / / \\ & 1601017 \end{aligned}$ | M 01 | US 31 | Pavement <br> Replacement | From SR 256 to 0.70 miles N of SR 256 (Willur Avenue) | Seymour |  |  | \$5,292,177.00 | $\begin{array}{\|l} \text { Road } \\ \text { Construction } \end{array}$ | CN | \$374,184.80 | \$93,546.20 |  | \$447,731.00 |  |  |  |
| Performance Measure Impacted: Pavement Condition |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:IIncrease FY23 CN to \$4,245,812.00 (Add \$467,731.00). No MPO. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indiana Department <br> of Transportation | $\begin{array}{ll} \hline 41527 \text { I } \\ 1800210 \end{array}$ | M01 | SR 56 | Intersection <br> Improvement, <br> Roundabout | At Boatman Road (CR 200W) west of Scottsburg | ${ }^{\text {Seymour }}$ |  | HPP |  | $\begin{aligned} & \hline \text { Safety } \\ & \text { Construction } \end{aligned}$ | CN | \$2,171,394.40 | \$542,848.60 |  |  |  |  | \$2,714,243.00 |
|  |  |  |  |  |  |  |  |  |  | Safety Consulting | PE | \$162,896.00 | \$44,724.00 | \$203,620.00 |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | Safety ROW | RW | \$24,000.00 | \$6,000.00 |  | \$30,000.00 |  |  |  |
| Performance Measure Impacted: Safety |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:Move ROW from FY22 to FY23. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Scott County | $\begin{aligned} & \hline 41928 / \\ & 1802879 \end{aligned}$ | $\text { M } 01$ | IR 1164 | $]^{\text {signing }}$ | On various roads in Scott <br> County | ${ }^{\text {Seymour }}$ | ${ }^{312.4}{ }^{\text {STBG }}$ |  | \$589,500.00 | Local Funds | ${ }^{\text {CN }}$ | \$0.00 | \$300.00 | \$53,300.00 |  | (\$55,000.00) |  |  |
|  |  |  |  |  |  |  |  |  |  | Group IV Program | CN | \$0.00 | \$0.00 |  | \$479,700.00 | (\$479,700.00) |  |  |
| Performance Measure Impacted: Safety |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Comments:No MPO, moving \$589,500 from FY 24 to FY 23. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Indiana Department of Transportation (INDOT)



Comments:Move $\$ 2,000,000$ of FY 2022 PE to FY 2023 and increase FY 23 funding to $\$ 2,130,609$. Outside MPO Area

## Shelby County Total <br> Federal: \$117,548.10 Match : $\$ 13,060.90$ <br> 2022: - $\$ 2,000,000.00$

2023: \$2,130,609.00
2024:
2025:
2026:








Page 74 of $91 \quad$ Report Created:9/23/2022 8:14:11AM
*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes

## Indiana Department of Transportation (INDOT)



Performance Measure Impacted: Pavement Condition
Comments:Non MPO Move PE for Local Des 2003069. \$540,000.00 (\$432,000.00 Fed/\$108,000.00 Local) to FY 23. 2003069 is kinned to lead State des 2101166
Steuben County Total
Match : $\$ 1,375,893.00$
2022: - $\$ 666,000.00$
2023: $\$ 6,625,865.00$

## Indiana Department of Transportation (INDOT)




Performance Measure Impacted: Reliability and Freight Reliability
Comments:Moved RW from FY22 to FY23. No MPO.

an County Total
2025
2026.



[^2]*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.







Indiana Department of Transportation (INDOT











[^0]:    Page 4 of 91
    Report Created:9/23/2022 8:14:11AM
    *Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

[^1]:    Page 6 of 91
    Report Created:9/23/2022 8:14:11 AM

[^2]:    Page 78 of $91 \quad$ Report Created:9/23/2022 8:14:11AM

