



Michiana Area Council of Governments



FY 2020-2024

TRANSPORTATION

IMPROVEMENT PROGRAM

MAY 2019

Michiana Area Council of Governments
227 W. Jefferson Blvd.
11th Floor County-City Building
South Bend, IN 46601

ACKNOWLEDGMENTS

2019 Policy Board Members

Phil Jenkins	Mayor, City of Nappanee	Chairperson
Ernest Wiggins	Council Person, Kosciusko County	Vice-Chairperson
Judy Stone	Council Person, Marshall County	Vice-Chairperson
Jeremy Stutsman	Mayor, City of Goshen	Secretary
Mark Root	Council Person, St. Joseph County	Treasurer
Jo M. Broden	Council Person, City of South Bend	Member
Pete Buttigieg	Mayor, City of South Bend	Member
Dwight Fish	Council Person, City of Elkhart	Member
Deborah Fleming	Commissioner, St. Joseph County	Member
Cary Groniger	Commissioner, Kosciusko County	Member
Todd Johnson	Deputy Commissioner, INDOT	Member
John Letherman	Council Person, Elkhart County	Member
Tim Neese	Mayor, City of Elkhart	Member
Kevin Overmyer	Commissioner, Marshall County	Member
Rick Powers	Deputy Commissioner, INDOT	Member
Stacy Petko Reisdorf	Council Person, City of Mishawaka	Member
Mark Senter	Mayor, City of Plymouth	Member
Joseph Thallemer	Mayor, City of Warsaw	Member
Suzanne Weirick	Commissioner, Elkhart County	Member
David Wood	Mayor, City of Mishawaka	Member

2019 Transportation Technical Advisory Committee Members

Jessica Clark	St. Joseph County Engineering	Chairperson
Scott Tilden	Kosciusko County Highway	Vice-Chairperson
Amy Hill	South Bend PTC (Transpo)	Vice-Chairperson
Ty Adley	Marshall County Planning	Member
Leslie Biek	City of Goshen Engineering	Member
Chris Dressel	City of South Bend Community Investment	Member
Rick Gaul	City of Plymouth Public Works	Member
Bill Holder	Kosciusko County GIS	Member
Chris Jamrose	City of Mishawaka Engineering	Member
Natasha Kauffman	Elkhart County Planning	Member
Michael Machlan	City of Elkhart Engineering	Member
Larry Magliozzi	St. Joseph County Area Plan	Member
Marsha McSherry	Kosciusko County Administrator	Member
Roger Nawrot	City of South Bend Public Works	Member
Tim O'Donnell	South Bend International Airport	Member
Jason Peters	Marshall County Highway	Member
Kent Schumacher	Elkhart County Highway	Member
Jeremy Skinner	City of Warsaw Planning	Member
Derek Spier	City of Mishawaka Planning	Member
Brent Warren	City of Nappanee Street Dept.	Member
Doug Burgess	INDOT Fort Wayne District	Member
Jessica Miller	INDOT LaPorte District	Member
Emmanuel Nsonwu	INDOT Central Office	Member

MACOG Staff Members

James Turnwald	Executive Director
Zach Dripps	Deputy Director
Carla Herwarth	Office & Procurement Manager
Russ Ragimbekov	Information Technology Manager
Katie Dominguez	Graphic Design & Communications Manager
Debbie Gardner	Fiscal Accounting Manger
Caitlin Stevens	Principal Transportation Planner
Ryan DeLine	Short-Range Planner
John-Paul Hopman	Transportation Analyst
Alaina Parrish	Active Transportation Planner
Matt Meersman	River Basin Program Manager
Leah Thill	Senior Environmental Planner
Donny Ritsema	Senior Community Development Planner
Greg Slater	Senior Traffic Data Planner
Sam Trimboli	Traffic Count Technician
Dave Burgoyne	Traffic Count Technician
Tierra Harris	Transit Planner
Jeremiah Cox	Transit Planner
Johnnie Woggon	Transit Administrative Specialist


MPO PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.334, the Indiana Department of Transportation and the Michiana Area Council of Governments (MACOG), the Metropolitan Planning Organization for the South Bend and Elkhart/Goshen Urbanized Areas, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303; and 23 CFR part 450.300;
2. Section 174 and 176 (c) and (d) of the Clean Air Act, as amended [42 U.S.C. 7504, 7506 (c) and (d)] of 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Public Law No. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older American Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

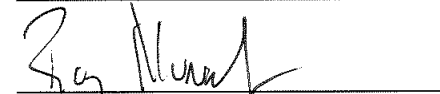
Michiana Area Council of Governments


Phil Jenkins, Policy Board Chair


James Turnwald, Executive Director

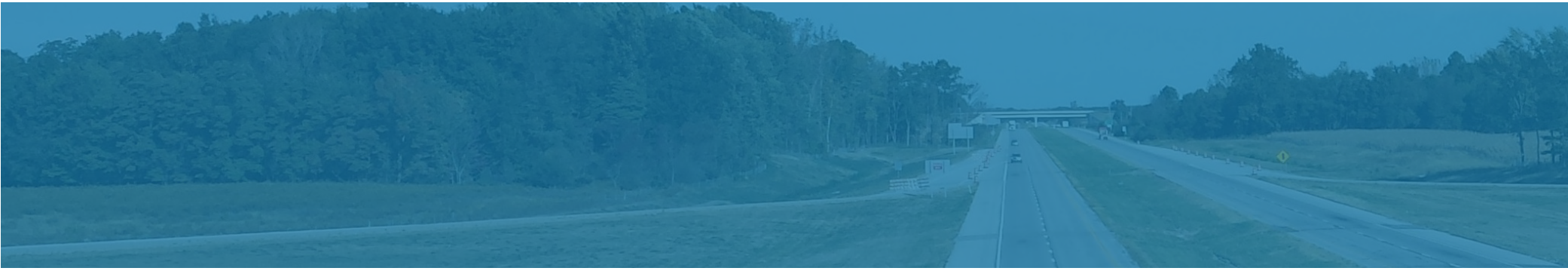
Date: 03 / 13 / 2019

Indiana Department of Transportation


Roy Nunnally, INDOT
Division Director

Date: 3 / 28 / 2019

Chapter 1: Introduction	1
<i>Purpose of the Plan</i>	2
<i>MPO Background</i>	2
<i>Planning Area</i>	3
<i>Partner Relationships</i>	4
<i>Legislation</i>	4
Chapter 2: Planning Process	7
<i>Development Process</i>	8
<i>Public Participation</i>	8
<i>Red Flag Investigations</i>	9
<i>Performance-Based Planning</i>	12
Chapter 3: Environmental Justice	17
<i>Federal Requirements</i>	18
<i>Indicators of Potential Disadvantage</i>	18
<i>Environmental Justice County Maps</i>	20
Chapter 4: Project Revenue Sources & Fiscal Constraint	25
<i>Federal Funds</i>	26
<i>Local Funds</i>	27
<i>Transit Funds</i>	28
<i>Fiscal Constraint</i>	30
Chapter 5: FY 2020-2024 Project Lists	35



CONTENTS

2 | Purpose of the Plan

2 | MPO Background

3 | Planning Area

4 | Partner Relationships

4 | Legislation





INTRODUCTION



1

Purpose of the Plan

The Transportation Improvement Program (TIP) is a federally required, short-range plan that provides information regarding the schedule of multimodal transportation projects that are federally funded or deemed regionally significant in the MACOG region. These projects can include investments to highways, safety improvements, public transit, bicycle and pedestrian facilities, and planning studies that will be funded through Fiscal Year (FY) 2024 with local, state and federal funding. Development of a TIP is a requirement as defined by the current highway bill, Fixing America's Surface Transportation Act (FAST Act).

As required by the FAST Act legislation, the TIP is fiscally constrained. In other words, funding estimates from the Indiana Department of Transportation (INDOT) are estimated for each of the four counties listed in the TIP. Anticipated project costs may not exceed the estimated funds available through 2024. Both state and local federal aid projects are listed in the Fiscal Year 2020-2024 TIP. MACOG develops the TIP in cooperation with INDOT, regional transit providers, member jurisdictions, and the public. Projects are listed at the end of this document by County or District for your ease in reviewing the listing.

The TIP:

- Covers at least a four year period
- Is updated every two years by the MPO
- Programs only the amount of funding that can be reasonably anticipated, the plan is fiscally constrained
- Conforms to the requirements of the Clean Air Act
- Reviewed and approved by the Transportation Technical Advisory Committee (TTAC) and Policy Board
- Included in the State Transportation Improvement Program (STIP) by reference without change
- Can be amended or modified monthly to adjust for changes in scope, cost, or time frame

MPO Background

A Metropolitan Planning Organization (MPO) is a transportation policy-making body made up of representatives from local government and transportation agencies with authority and responsibility in metropolitan planning areas. Federal legislation passed in the early 1970s required the formation of an MPO for any urbanized area with a population greater than 50,000 residents. MPOs were created in order to ensure that existing and future expenditures for transportation projects and programs were based on a continuing, cooperative and comprehensive planning process. Federal funding for transportation projects and programs is channeled through the MPO.

The Michiana Area Council of Governments (MACOG) is a regional organization serving Elkhart, Kosciusko, Marshall, and St. Joseph Counties in Indiana. MACOG was originally organized under the 1964 Amendments to the Inter-local Cooperation Act of the Indiana General Assembly, Section 53-1101 to 53-1107 and the Urban Cooperation Act No. 7, Michigan Public Acts of 1967. Bylaws were adopted by the organization on December 2, 1970.

TRANSPORTATION IMPROVEMENT PROGRAM

MACOG serves as a forum for regional discussion and cooperation. MACOG, as a regional organization, is the U.S. DOT designated Metropolitan Planning Organization (MPO) for the region's urban counties of Elkhart and St. Joseph and a Rural Planning Organization (RPO) for the region's rural counties of Kosciusko and Marshall. In addition, MACOG operates the Interurban Trolley, a public fixed-route transit service in Elkhart and Goshen; serves as the designated Economic Development District by the United States Economic Development Administration; and staffs the St. Joseph River Basin Commission representing seven Indiana counties.

MACOG is governed by a Policy Board and Transportation Technical Advisory Committee that provides guidance and assistance to MACOG in its regional planning activities.

MACOG Policy Board

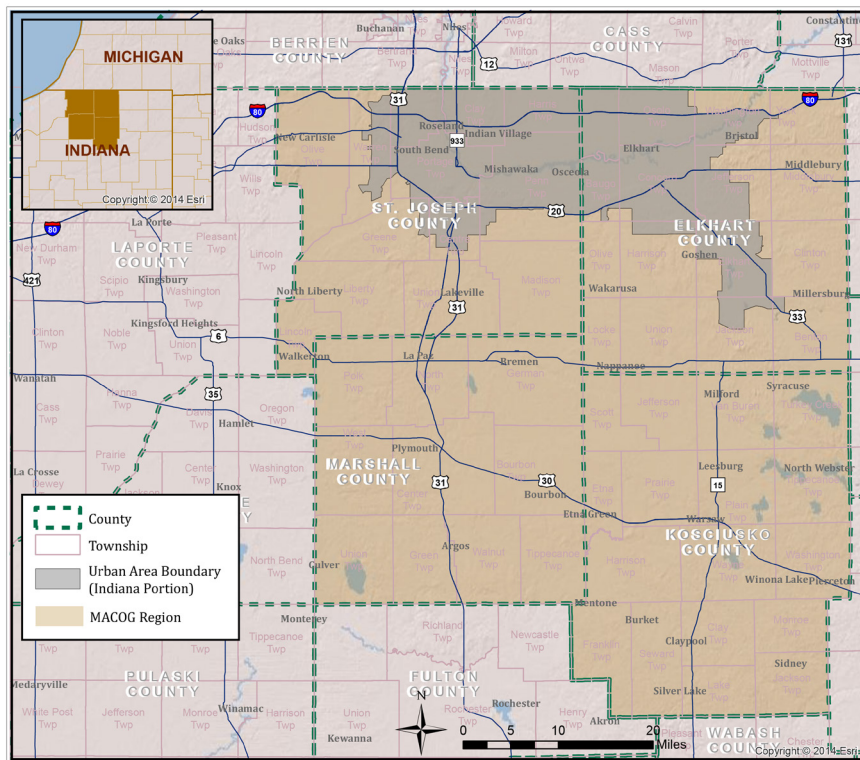
Policy Board is the body responsible for policy formulation, project guidance, and administrative coordination of all policy relating to the development of the transportation plan and its implementation within the Michiana region. Official action taken by the MACOG must be approved by the Policy Board.

The Policy Board includes elected officials representing the cities and counties within the planning area. A list of the current Policy Board members is included in the acknowledgments.

Transportation Technical Advisory Committee

The Transportation Technical Advisory Committee (TTAC) is comprised of planners, engineers, and other professional staff from various departments representing the local public agencies in the planning area. The TTAC serves as the advisory group to the MACOG Policy Board. The MACOG staff works closely with TTAC members on project development, planning and oversight. A list of current members is listed in the acknowledgments.

Figure 1-1: MACOG Planning Area



Planning Area

The MACOG planning area consists of the federally designated urbanized areas of Elkhart and St. Joseph Counties. MACOG also serves as a Rural Planning Organization to Kosciusko and Marshall Counties. The 4-county region contains an estimated 597,009 people (2017 American Community Survey 5-year Estimates), covers 1,921 square miles, and includes 35 cities and towns (Figure 1-1).

MACOG is unique in the sense it is an MPO representing two urbanized areas (the South Bend Urbanized Area and the Elkhart/Goshen Urbanized Area). In addition to the two urban areas, a portion of the South Bend Urbanized Area extends into Michigan around the City of Niles. MACOG coordinates with the Southwest Michigan Planning Commission (SWMPC) for planning in the Niles area.

Partner Relationships

MACOG has current Memorandums of Understanding with its various partners including but not limited to;

- Bi-State Agreement – Transportation Planning Cooperative Memorandum of Agreement By and Between MACOG and the SWMPC – May 2017
- Memorandum of Agreement By and Between MACOG, IN-DOT, SBPTC, Interurban Trolley – June 2015
- Memorandum of Understanding By and Between MACOG, SWMPC, City of Niles, SBPTC – July 2011

MACOG has several Memorandums of Understanding with its MPO counterpart in Michigan (Southwest Michigan Plan Commission). The Bi-State agreement is in place to address any unresolved policy issues concerning the Indiana or Michigan MPOs (MACOG and SWMPC). This agreement was updated in 2017, which essentially agreed to leave the Bi-State process in place. This committee meets only when issues before it require action to be taken. The Executive Director of MACOG is also the Executive Director of the Bi-State Coordinating Committee, as established by the agreement, which originally created the Committee. The Michiana Area Council of Governments is also the office the Bi-State Commission Office of Record.

MACOG staff attends the Niles Area Transportation Study (NATS) meetings and participates in their highway and transit plans. Staff members from the two bodies work together to assure that the Niles Dial-A-Ride and the South Bend PTC (Transpo) equitably agree to Federal Transit Administration funding allocations.

Legislation

Transportation Improvement Programs for MPOs – 23 U.S.C. § 134 (j)(1)(a)

“In cooperation with the State and any affected public transportation operator, the metropolitan planning organization designated for a metropolitan area shall develop a transportation improvement program for the metropolitan planning area that—

- (i) contains projects consistent with the current metropolitan transportation plan;
- (ii) reflects the investment priorities established in the current metropolitan transportation plan; and
- (iii) once implemented, is designed to make progress toward achieving the performance targets established under subsection (h) (2).”

Transportation Improvement Programs for TMAs – 23 U.S.C. § 134 (k)(2)

“In a transportation management area, transportation plans shall be based on a continuing and comprehensive transportation planning process carried out by the metropolitan planning organization in cooperation with the State and public transportation operators.”

Designation of Regional Transportation Planning Organizations – 23 U.S.C. § 135 (m)(1)

“To carry out the transportation planning process required by this section, a State may establish and designate regional transportation planning organizations to enhance the planning, coordination, and implementation of statewide strategic long-range transportation plans and transportation improvement programs, with an emphasis on addressing the needs of non-metropolitan areas of the State.”

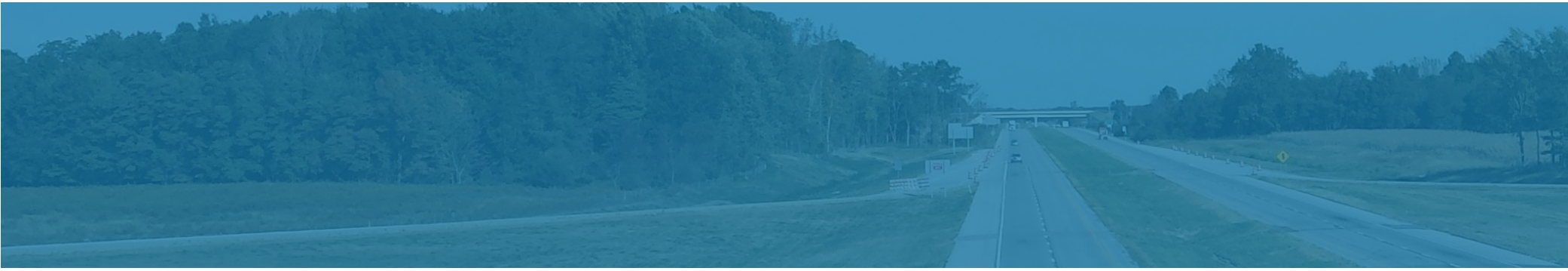
Transportation Improvement Programs for Transit – 49 U.S.C. § 5303

“(c)(1)...in cooperation with the State and public transportation operators, shall develop long-range transportation plans and transportation improvement programs for metropolitan planning areas of the State. (2) Contents. - The plans and TIPs for each metropolitan area shall provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the metropolitan planning area and as an integral part of an intermodal transportation system for the State and the United States. (3) Process of development. - The process for developing the plans and TIPs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed...

(i)(6)(A). Each metropolitan planning organization shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan.”

Transportation Improvement Programs Regulations – CFR § 450.324

“The MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area. The TIP shall cover a period of no less than four years, be updated at least every four years, and be approved by the MPO and the Governor. However, if the TIP covers more than four years, the FHWA and the FTA will consider the projects in the additional years as informational...”



CONTENTS

8 | Development Process

9 | Public Participation

9 | Red Flag Investigations

12 | Performance-Based Planning





PLANNING PROCESS



2

Development Process

Outlined below are the basic steps in the process of developing the FY 2020-2024 Transportation Improvement Program (TIP).

1. MACOG initiates a call for projects to local public agencies (LPAs) each year. LPAs are asked to update their current projects and/or submit new projects and provide cost estimates yearly projected through the life of the project, which indicates the federal and local cost shares required annually.
 - a. Each individual LPA prepares cost estimates of projects by phase. The approximate cost of each project is estimated according to current and historical cost trends in the study area.
 - b. The amount of federal, state, and local funds that are available for highway and transit improvements during the TIP period will be based on estimates developed from information provided to the MPO by INDOT, FHWA, and local sources. The source of state, federal, and local funds, dedicated to each funding category sheet is listed next to each project.
2. MACOG receives and reviews project submittals for project update costs first, typically within its 30% annual increase maximum. New projects submitted for funding are reviewed and identified for funding. Each project is reviewed based on its individual components and merits and scored on topic areas including Plan and Policy Support, Safety, Economic Development, Connectivity, Congestion, Environmental Justice, Health, Multi-Jurisdiction, and Cost.
3. Projects are identified for funding over a four year period and balanced against the amount of funding available. All projects recommended for funding are reviewed by the TTAC and Policy Board prior to final inclusion in the TIP.
 - a. Projects that add vehicle capacity must also be considered in an Air Quality Conformity Analysis. The projects are reviewed to ensure that all projects programmed in the TIP, come from the conforming Metropolitan Transportation Plan.
 - b. The projects listed in the TIP are scheduled to be implemented from July 1, 2019 to June 30, 2024.
4. MACOG holds a public comment period following its approved Public Involvement Participation Process. During this public comment period, MACOG will host an open house or other public meetings to allow for time for the public to meet with MACOG staff to discuss specific project concerns. The TIP is also available for review on the MACOG website (www.macog.com) and at local public libraries.
5. After all public comments have been received, each is addressed and presented to the TTAC and Policy Board for consideration and ultimate approval of the TIP.
6. Amendments and administrative modifications to the TIP are made regularly throughout the year. As funding priorities may change or project costs may increase or decrease, amendments

and administrative modifications may be processed. These TIP amendments and administrative modifications are processed by the MACOG staff and presented to the TTAC and Policy Board at monthly meetings, which are open to the public. All amendments can be found on the MACOG website at www.macog.com/tip/html.

Public Participation

The MACOG staff began its FY 2020-2024 TIP process by announcing a Call for Project at TTAC and Policy Board meetings in October 2018. In November, local jurisdictions were asked to submit updated costs for existing projects and also submit any new projects requests. All meetings of the TTAC and Policy Board are open to the public.

A public comment period was held, from March 29, 2019 to April 29, 2019 to allow time for public review of the TIP. An Open House was held at the MACOG office on April 17, 2019 from 2 PM to 6 PM, to provide the public and other agencies with an opportunity to review the TIP and the corresponding conformity analysis, and to provide comment. As indicated in MACOG's Public Participation and Involvement Plan, the TTAC and Policy Board act as additional public opportunities for comment on the TIP. Over 200 persons and organizations received individual email notices to participate in the public comment and to attend the Open House. Meetings were advertised in local newspapers and press releases or agendas and meeting notices were sent to all the news media resources, local organizations, chambers, planning and environmental agencies, engineers, technical staff, transit operators, airport managers and developers. The public comment period and Open House were advertised in area newspapers through legal ads or press releases.

The FY 2020-2024 TIP and its corresponding conformity analysis and public comments will be provided to the MACOG Policy Board on May 8, 2019 for their review and endorsement.

Red Flag Investigations

All transportation projects have the potential to impact the surrounding environment. In an effort to better plan for potential impacts, it is essential to identify environmental considerations throughout all phases of planning and design. Projects using state or federal funds are required to undergo environmental study and permitting due to the establishment of the National Environmental Policy Act (NEPA) and other federal, state and local regulations. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) act as lead federal agencies, and are responsible for implementing the NEPA process and working with state and local project sponsors during transportation project development. The FHWA and FTA NEPA process is designed to assist transportation officials in making project decisions that balance engineering and transportation needs with the consideration of social, economic, and environmental factors.

Red Flag Investigations (RFIs) are one way to support the NEPA process during a project's early stage development. This investigation is a preliminary environmental analysis that identifies potential impacts to Infrastructure, Mining/Mineral Exploration, Hazardous Material Concerns, Water Resources, and Historical Resources within a half mile radius of a proposed project area. The results from this analysis are incorporated into project planning, design, and construction with the goal of minimizing impacts to local resources. Projects advancing to construction will require additional studies with detailed design, to more clearly describe project features. This process enables environmental impacts and appropriate mitigation measures to be established.

During the development of the TIP, MACOG utilizes RFIs to make better informed project selection decisions. The following Red Flag Investigation Table lists new projects in the 2020-2024 TIP that were added during the Call for Projects issued in 2017 and 2018 and during what stage the RFI was completed.

Red Flag Investigations (RFI)

DES	Location	Work Type	RFI Completed for Long Range Plan	RFI Completed During Project Development	RFI Completed During Call for Projects
Elkhart					
1700309	Bridge 152 on Mishawaka Road over Yellow Creek	Bridge Replacement			X
Elkhart County					
1702848	CR 40: from SR 19 to CR 7	Road Reconstruction			X
1900486	CR 17 Phase 1: from CR 142 to CR 38	New Road	X		
Goshen					
1801613	US 33: from Fairfield to Plymouth	Auxiliary Road			X
TBD	College Ave from US 33 to NS Railroad	Added Travel Lanes			X
Nappanee					
1702862	Woodview Dr. from N. Main St (SR 19) to Oakland Ave (CR 7)	Road Rehabilitation			X
Kosciusko County					
1702866	Bridge #227: on S Hand St over Walnut Creek	Road Reconstruction			X
Warsaw					
1702849	Anchorage Rd (CR 200 N from SR 15 to Biomet Dr	Added Travel Lanes			X
1702850	Sheridan St, E Clark & Ft. Wayne St - Between Colfax St and Cook St	Bike/Pedestrian Facilities			X

TRANSPORTATION IMPROVEMENT PROGRAM

Red Flag Investigations (RFI)					
DES	Location	Work Type	RFI Completed for Long Range Plan	RFI Completed During Project Development	RFI Completed During Call for Projects
Culver					
1801120	Lake Max Trail Phase II, Culver Park to W. Shore Dr	Bike/Pedestrian Facilities		X	
1801238	SR 10 Sidewalks from School St to N Lakeshore Dr	Bike/Pedestrian Facilities		X	
1801239	West Jefferson Streetscape Improvements	Bike/Pedestrian Facilities		X	
Marshall County					
1702838	Marshall County Bridge #120: South Upas Road over Yellow River	Bridge Replacement			X
1702839	Marshall County Bridge #87: 11th Road over Yellow River	Bridge Replacement			X
Plymouth					
1702837	East LaPorte Street Footbridge over the Yellow River	Road Reconstruction			X
Mishawaka					
1801241	Twelfth St (Ph III), from Dodge Ave to Campbell St	Road Reconstruction			X
South Bend					
1900447	Mussel Primary-Holy Cross School Area SRTS	Bike/Pedestrian Facilities			X
St. Joseph County					
1702832	Pierce Road from US 31 to Miami Hwy	Road Reconstruction			X
1900448	Cleveland at Beech - Roundabout	Intersection Improvement			X

Performance-Based Planning

The FAST Act continues MAP-21's emphasis on performance based transportation system that make State Departments of Transportation (DOTs), MPOs, and local road agencies more accountable for the development and maintenance of the federally funded transportation system. This supports decision-making at all levels of government by using performance data to achieve desired goals and objectives. FAST Act outlines seven (7) national goals in which states and MPO's will need to invest resources in projects to achieve:

- **Safety** -to achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- **Infrastructure Condition** -to maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** -to achieve a significant reduction in congestion on the National Highway System
- **System Reliability** -to improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** -to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- **Environmental Sustainability** -to enhance the performance of the transportation system while protecting and enhancing the natural environment
- **Reduced Project Delivery Delays** -to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued new transportation planning rules on the statewide and metropolitan transportation planning processes to reflect the use of a performance based approach to decision-making in support of the national goals. These processes must document in writing how the Metropolitan Planning Organizations (MPOs), Indiana Department of Transportation (INDOT) and providers of public transportation shall jointly agree to cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see 23 CFR 450.306(d)) and the collection of data for the INDOT asset management plan for the National Highway System specified in 23 CFR 450.314(h).

MACOG has chosen to support statewide targets set by INDOT for the required FHWA performance measures. FTA has performance measures for Transit Asset Management, and final regulations are published and in effect. FHWA has performance measures and final regulations published for Safety, Bridge and Pavement Conditions, Congestion Reduction and System Reliability.

With Performance Targets established, the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) have been modified to reflect this information, which will connect the importance of planning to investment priorities.

INDOT has initiatives in place that enable them to invest available funding effectively to achieve their performance goals. The Transportation Asset Management Plan (TAMP) provides detailed information on those initiatives, associated methods for prioritizing projects, agency goals, objectives and investment strategies, and resulting bridge and pavement conditions based on 10-year spending plans. INDOT also has a Strategic Highway Safety Plan (SHSP) that sets priorities for the primary safety focused programs and guides the DOTs, MPOs, and other safety partners in addressing safety across the state. The INDOT freight plan and long range transpor-

TRANSPORTATION IMPROVEMENT PROGRAM

tation plan are also used to inform the TAMP. The Planning Roles, Responsibilities, & Cooperative Operation Manual clarifies roles and responsibilities for transportation planning activities including the performance based planning processes.

For projects using Federal funding, such as National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), and Surface Transportation Block Grant (STBG) funds (excluding urbanized area dedicated funds), along with State Construction funds, INDOT's Divisions of Planning and Statewide Technical Services uses a data-driven process, including performance-based business rules to help prioritize projects for inclusion in the recommended Five-Year State Transportation Improvement Program (STIP). This process evaluates projects based on investment strategies and project prioritizations as outlined in the Indiana Transportation Asset Management Plan (TAMP - April 2018) and results in the elevation of projects that will contribute toward the achievement of INDOT's targets for bridge condition, pavement condition, traffic congestion, travel time reliability for both passenger vehicles and highway freight, and safety. The resulting program of projects is approved by the Program Management Group (PMG) and the executive office for inclusion in the Indiana STIP and the MPO's TIP. Projects specifically designed to make progress toward INDOT's bridge and pavement condition targets are identified by the Pavement and Bridge Asset Management Teams and support the 10-year goals as described in INDOT's TAMP. Projects funded through HSIP are selected by the Safety Asset Management Team to make progress toward INDOT's safety improvement targets, as described in INDOT's SHSP; projects selected to make progress toward meeting INDOT's congestion and travel time reliability targets are selected by the Mobility Asset Management Team; and projects funded through the CMAQ program are selected by the Mobility Asset Management Team to make progress toward meeting INDOT's emission reduction targets. INDOT coordinates the performance targets with the MPOs through monthly meetings with the MPO Council and other ad-hoc meetings.

Safety

The INDOT, the MPOs, FHWA, and Indiana Criminal Justice Institute (ICJI) collaborated on the Safety Performance Measures and Safety Performance Targets, which were set in 2018. MACOG selected to support targets set by INDOT. The Highway Safety Improvement Program (HSIP) is a primary source of federal funds for qualifying safety improvement projects. HSIP along with other funding sources are used to implement safety improvements with the purpose to reduce roadway crashes, and a corresponding reduction in fatalities and serious injuries on all public roads.

2019 Safety Targets	
Number of Fatalities	889.6
Fatality Rate (per 100M VMT)	1.087
Number of Serious Injuries	3,501.9
Serious Injury Rate (per 100M VMT)	4.234

Pavement and Bridge

The pavement and bridge condition performance measures are applicable to the Interstate and non-Interstate Highways that comprise the National Highway System (NHS). The NHS includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The measures are focused on the condition of pavement and bridges, including ramps utilized to access the system. There are four measures to assess pavement condition and two measures for assessing bridge condition. INDOT, MPO's and FHWA collectively developed targets for the pavement and bridge performance measures. The National Highway Performance Program is a core Federal-aid highway program that provides financial support to improve the condition and performance of the

Pavement Condition Targets		
	2- year	4-year
Percent of Interstate Pavements in Good Condition	84.24	84.24
Percent of Interstate Pavements in Poor Condition	0.8	0.8
Percent of Non-Interstate NHS pavements in Good Condition	78.71	78.71
Percent of Non-Interstate NHS pavements in Poor Condition	3.1	3.1

Bridge Condition Targets		
	2- year	4-year
Percent of NHS bridges by deck area classified in Good Condition	48.32	48.32
Percent of NHS bridges by deck area classified in Poor Condition	2.63	2.63

NHS, and the construction of new NHS facilities. INDOT utilizes these funds for maintenance activities on the NHS.

System Performance

The system performance measures are also applicable to the Interstate and non-Interstate NHS. These performance measures assess system reliability and freight movement, and establish several measures for on-road mobile source emissions consistent with the Congestion Mitigation and Air Quality (CMAQ) Program. There are two measures for assessing reliability, one measure to assess freight movement, and three measures for the CMAQ program.

Travel Time Reliability Targets		
	2- year	4-year
Level of Travel Time Reliability on Interstates	90.5	92.8
Level of Travel Time Reliability on non-Interstate NHS	-	89.8

Truck Travel Time Reliability Targets		
	2- year	4-year
Truck Travel Time Reliability on Interstates	1.27	1.24

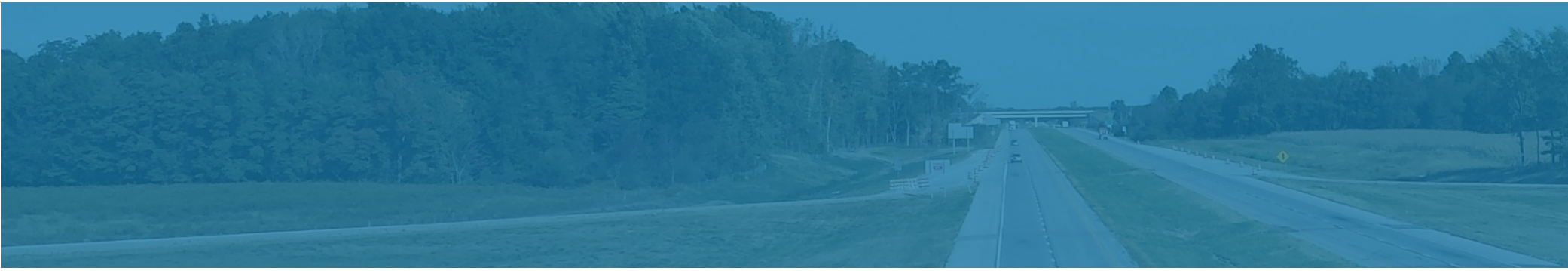
On-Road Mobile Source Targets		
	2- year	4-year
CMAQ volatile organic compounds	1,600	2,600
CMAQ carbon monoxide (CO)	200	400
CMAQ oxides of nitrogen (NO)	1,600	2,200
CMAQ project reduction particulate matter less than 10 microns (PM10)	0.3	0.5
CMAQ project reduction particulate matter less than 2.5 microns (PM2.5)	20	30

TRANSPORTATION IMPROVEMENT PROGRAM

Transit Asset Management (TAM)

Under the TAM Final Rule, FTA established four performance measures to approximate the State of Good Repair (SGR) for categories of capital assets including rolling stock, equipment and facilities. These targets are included in Transit Asset Management Plans which provides an overview of the strategic and systematic practices that transit providers put forth to ensure proper management of public transportation capital assets. MACOG administer the Interurban Trolley in Elkhart and Goshen, and coordinates with other transit providers including the South Bend Public Transportation Corporation (Transpo) to ensure targets are set for applicable assets.

Transit Asset Management Targets			
Asset Category	Asset Class		2018 Target
Rolling Stock Age - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Automobile	Transpo	50%
	Bus	Transpo	45%
		Interurban Trolley	0%
	Cutaway Bus	Transpo	40%
	Mini-Van	Interurban Trolley	20%
Equipment Age- % of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Steel Wheel Vehicles	Transpo	50%
Facilities Condition - % of facilities with a condition rating below 3 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	Transpo	0%
	Maintenance		0%
	Parking Structures		0%
	Passenger Facilities		0%



CONTENTS

18| Federal Requirements

18 | Indicators of Potential Disadvantage

20| Environmental Justice County Maps



An aerial photograph of a modern roundabout with multiple lanes. A dark-colored car is visible on the left side of the roundabout. The road has white lane markings and red-paved crosswalks. There are landscaped islands with greenery in the center and between the lanes.

ENVIRONMENTAL JUSTICE

3

Federal Requirements

Federal Law requires MACOG to ensure that individuals not be excluded from participating in, denied the benefits of, or be subjected to discrimination under any program or activity receiving federal funding on the basis of race, color or national origin. Federal law also requires that MACOG identifies and addresses areas of disproportionately high adverse human health or environmental effects of its programs, policies and activities on minority and low-income populations.

The U.S. Department of Transportation defines the following three principles as fundamental to environmental justice:

- 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.
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

MACOG completes a Title VI Update for the entire Transportation Management Area. Transit services in Elkhart and St. Joseph Counties have been evaluated in terms of environmental justice, in accordance with Federal Transit Agency (FTA) guidelines. This means that areas served by transit routes are reviewed by census tract to observe the service extended to minority and low-income areas. Ideally, the level of service in these areas should be comparable to that extended to non-minority and higher income areas. Additionally, MACOG completes a region wide Title VI evaluation every three years. The current Title VI was updated and endorsed by the MACOG Policy Board on September 10, 2014, and subsequently approved by Federal Transit Administration.

South Bend PTC operates Transpo in the Cities of South Bend and Mishawaka in St. Joseph County. MACOG operates the Interurban Trolley in the Elkhart-Goshen Urbanized Area. The majority of the minority, low-income census tracts and block groups are concentrated in the traditional urban centers of South Bend, Elkhart, Mishawaka, and Goshen. Both transit companies provide service to nearly all the identified minority and low income census tracts and block groups in each urbanized area.

Indicators of Potential Disadvantage

In order to best accomplish the federal requirements of Environmental Justice (EJ), expanding the list to include additional population groups – minorities, low-income, carless households, persons with physical disabilities, seniors, Hispanic, and Limited English Proficiency (LEP) – which may have specific planning-related issues or challenges. MACOG modeled its EJ process from the Delaware Valley Regional Planning Commission (DVRPC) in Philadelphia. They specified the above population groups as “Indicators of Potential Disadvantage (IPD).”

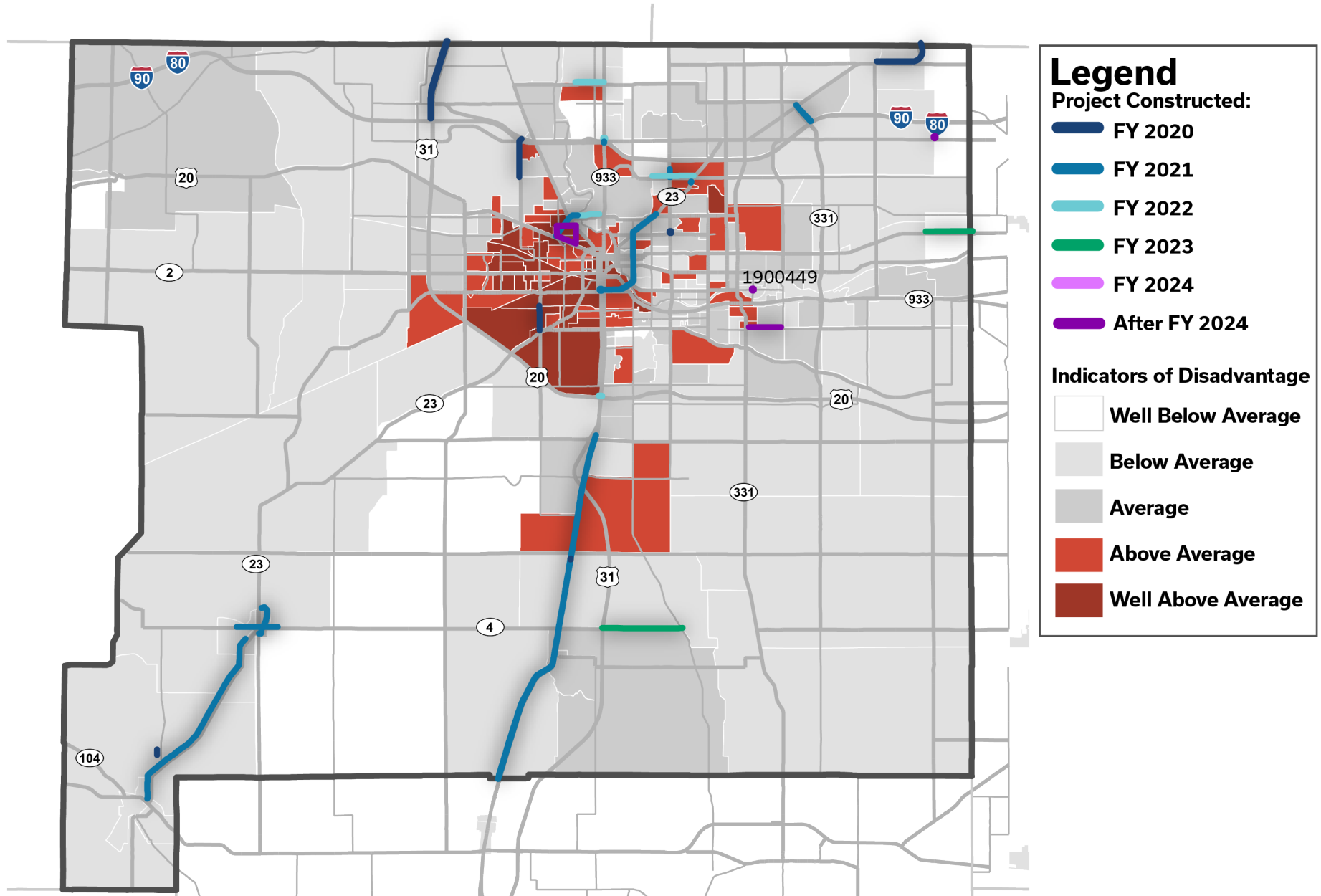
Using the American Community Survey (ACS) five-year estimates data set from the U.S. Census, population groups are identified and located at the block group level. Data is gathered at the regional level.

TRANSPORTATION IMPROVEMENT PROGRAM

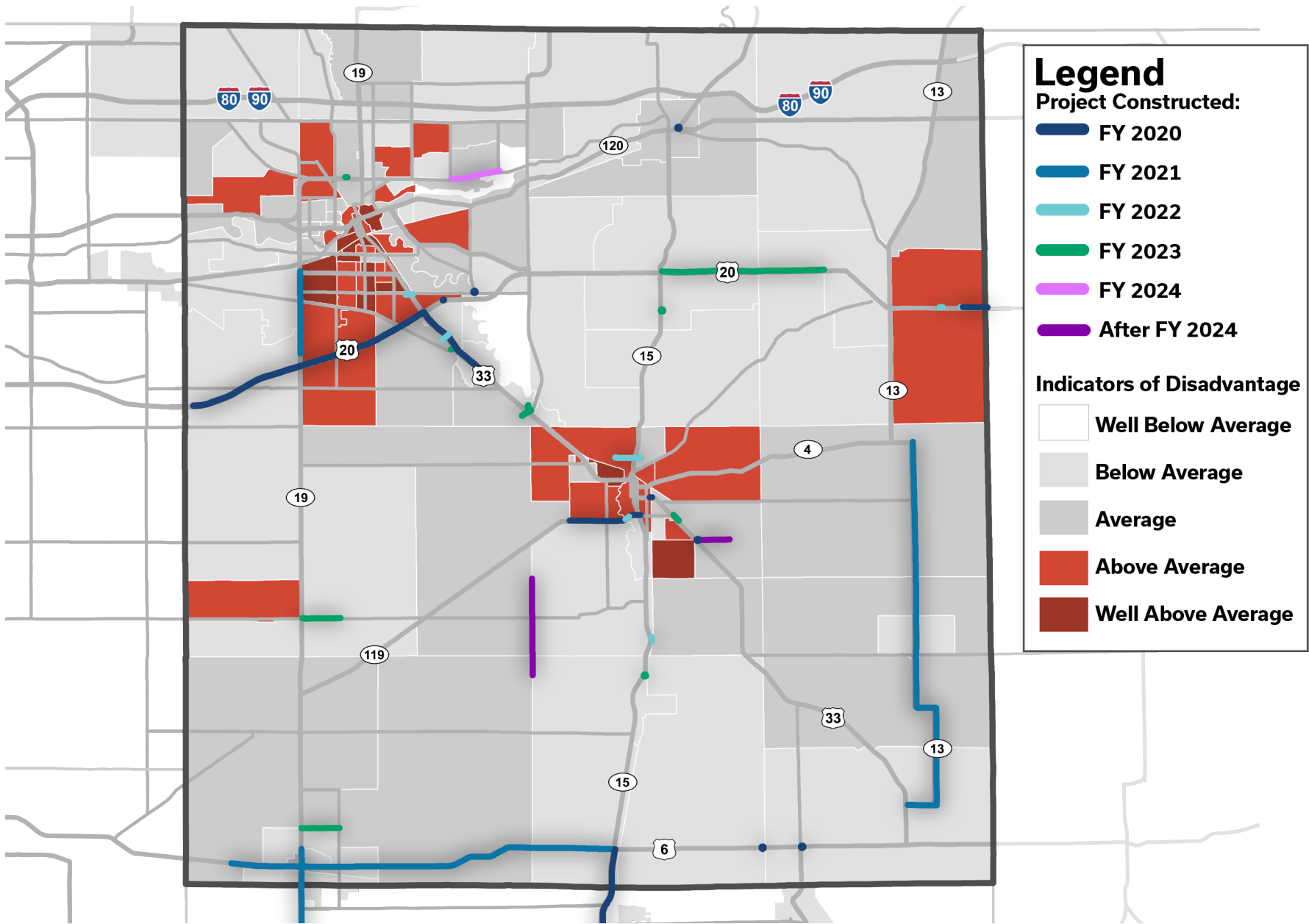
el, combining populations from each of the four counties, to determine the regional average for each population group. Each block group is given a calculation determined by standard deviations relative to each indicator's regional average. This calculation is used to determine the concentration of IPD populations from "well below average" to "well above average."

MACOG has developed visual tools to compare the impact of its various transportation projects from the Transportation Improvement Plan. The maps are shown on subsequent pages. A full report of the Environmental Justice population analysis with maps and figures will be available on MACOG's website.

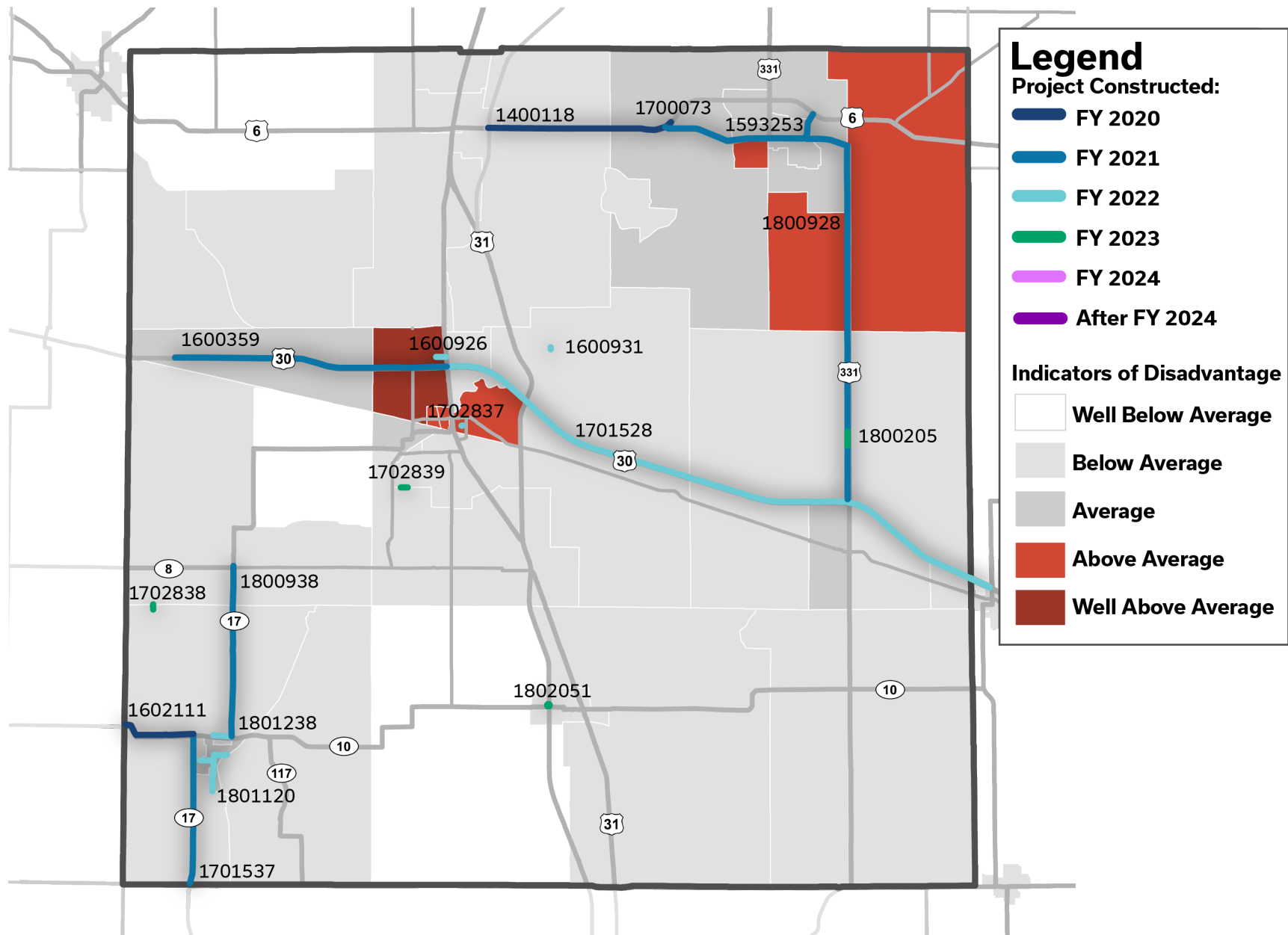
St. Joseph County Environmental Justice



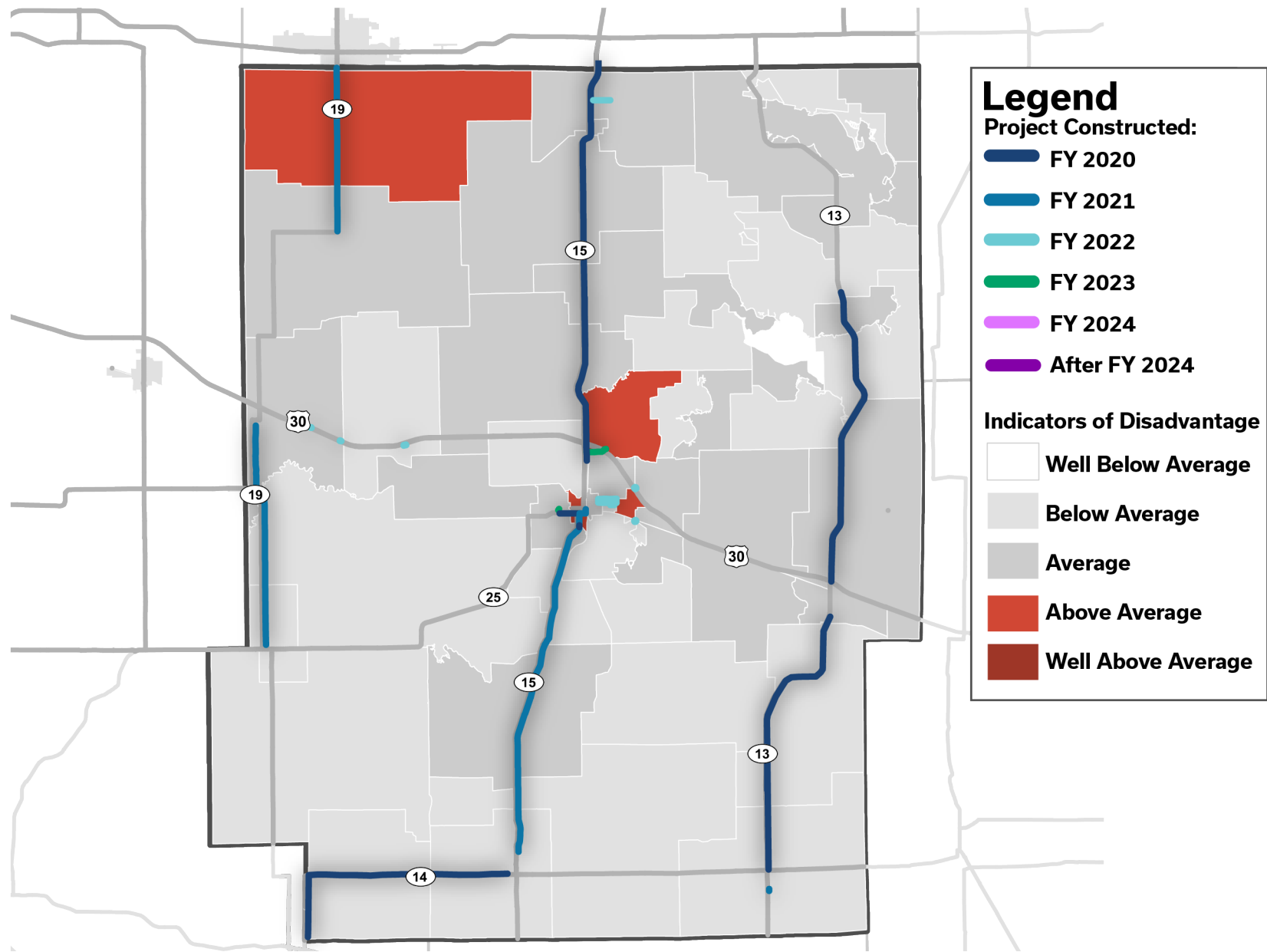
Elkhart County Environmental Justice

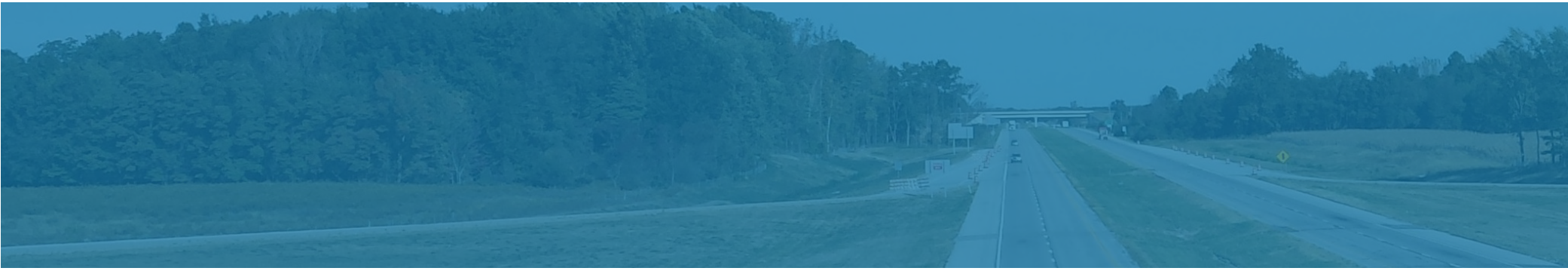


Marshall County Environmental Justice



Kosciusko County Environmental Justice





CONTENTS

26 | Federal Funds

27 | Local Funds

28 | Transit Funds

30 | Fiscal Constraint



An aerial photograph of a modern roundabout with multiple lanes. A blue car is visible on the left side of the roundabout. The road has white lane markings and red-paved crosswalks. The surrounding area includes green grass and some trees.

PROJECT REVENUE SOURCES & FISCAL CONSTRAINT

4

Federal Funds

The Federal Highway Administration (FHWA) allocates federal funds through Congressional legislation. The most recent transportation legislation is Fixing America's Surface Transportation Act (FAST Act), signed into public law December 4, 2015. FAST Act allocation of federal funds in MPO areas may only be spent if it is included as part of the transportation planning process and only if they are included in an approved TIP. These funds may be used on functionally classified system of federal, state, and local roadways throughout the United States.

In the FAST Act these funds are divided into the following categories:

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBG)
- Highway Safety Improvement Program (HSIP)
- Congestion Mitigation & Air Quality Improvement Program (CMAQ)
- Transportation Alternatives (TA, Set-Aside from STBG)

The Indiana Department of Transportation (INDOT) is responsible for projects on its State and Federal facilities. All federal aid eligible roads are functionally classified by agreement between the State, MPOs, and LPAs (Local Public Agencies) based on Federal Highway Administration (FHWA) guidelines for functional classification. Congress approved a National Highway System (NHS) in November 1996. For the MACOG region these roads include US-33, I-90/80 (Indiana Toll Road), US-20/31, County Road 17, and SR-331/Capital Avenue. INDOT uses NHPP funds on these facilities to support the condition and performance of the National Highway System. All other roads classified at major collector or higher may receive Federal Surface Transportation Block Grant Program (STBG) funds. The selection of projects to be developed using STBG funds in the South Bend and Elkhart-Goshen Traffic Management Areas (TMAs) under the requirements of FAST Act and MAP-21 are to be made by the MPO in consultation with the State.

FAST Act continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The CMAQ program is continued to provide a flexible funding source to States, MPOs and LPAs for transportation projects and programs to help meet the requirements of the Clean Air Act. The FAST Act replaces the Transportation Alternatives program with set aside STBG funding for transportation alternative projects including all projects previously eligible such as pedestrian and bicycle facilities, recreational trails, and safe routes to school projects.

The Michiana Area Council of Governments (MACOG) works cooperatively to coordinate and assure consistency between the MACOG TIP and the Indiana STIP with the various INDOT Departments including but not limited to the Division of Programming and the Division of Policy and Budget.

The current federal legislation funds include several formula based calculations defined by Congress, which are distributed to urban areas by a funding agreement between the MPO and INDOT. Currently, funding is available in rural areas on a first come, first served

TRANSPORTATION IMPROVEMENT PROGRAM

basis at INDOT's discretion. Table 1 presents the estimated apportionment for the MACOG region.

Federal fiscal constraint for the FY 2020-2024 TIP is demonstrated in Tables 2 and 3. Federal funds are within a range of the anticipated Federal funding levels, indicating fiscal constraint for local federal aid projects. Table 4 summarizes all the projects programmed in the TIP by LPA and funding year.

Local Funds

The following accounts serve as the local source of revenue for highway project implementation; each of these sources can be used as the local match for Federal funds:

- Local Road and Street Account (LR&S)
- Motor Vehicle Highway Account (MVHA)
- Bonding Capabilities
- Tax Increment Financing (TIF)
- Cumulative Bridge Funds
- Capital Improvement Cumulative Funds
- Wheel Tax
- Economic Development Tax (EDIT)

Local Road and Street Account (LRS)

LRS funds provide an important source of revenue for both city and county highway departments. The funds are dedicated for engineering, construction, or reconstruction of roads or streets, as well as for the payment of bond and interest to finance a project of this type.

Motor Vehicle Highway Account (MVHA)

MVHA revenue is an account of the General Fund of the State of Indiana, which, by statute, is credited with the collection of the first six cents of the motor fuel and fuel use taxes, plus the statutory fees for motor vehicle registration and operation. These highway user taxes are collected by the State and then a portion is distributed back to the cities and counties for administration. The MVHA is the principal source of revenue for the overall operation of street and highway departments. MVHAs uses include the purchase of materials, labor costs, and/or equipment purchases required in the maintenance and construction of streets and roads.

Bonding Capabilities

The two major categories of debt financing are:

- Revenue bonds
- General obligation bonds

Revenue bonds in Indiana are used for proprietary function such as sewage treatment and refuse disposal equipment by all levels and types of local governments. Governments are not limited in the amount of revenue bond debt they may incur. Revenue bonds hold no pertinent place in a discussion of finances for our purposes, and will no longer be referred to in this report.

General obligation bonds are used for debt financing of non-proprietary functional expenditures such as roads and schools. The amount of general obligation debt, which local governments and special districts may incur, is limited to two percent (2%) of net locally assessed property value. (This limit is set and may be altered by the Indiana State Legislature)

Tax Incremental Financing (TIF)

TIF funds are used to pay off bonds, or are used to pay directly for infrastructure projects in a particular area of a city or county. These funds are collected from a particular area and are spent in a particular area to increase the tax base and encourage future development. TIF funds may also be used as local match for federal and state projects.

Cumulative Bridge Funds (CBF)

CBF are a supplementary source of revenue for the construction and repair of highway bridges and grade separations. Indiana statutes authorize the county commissioners of the individual county units to establish a county-wide tax levy on all (city and county) taxable personal and real property for the purpose of accumulating funds for the construction and repair of highway bridges.

Capital Improvement Cumulative Funds

All cities and towns in Indiana may establish Capital Improvement Cumulative Funds to provide monies for any or all ten purposes expressed in Chapter 226, Section 1, Acts 1965. This fund then receives the allotment of the state-collected cigarette tax. The ten purposes include the acquisition of land or right-of-way to be used for streets, roads, alleys, sidewalks, or thoroughfares, and the maintenance of these facilities. Capital Improvement Cumulative Funds may also be used toward the retirement of general obligation bonds. Traditionally, limited amounts of this money have been used in transportation areas.

Wheel Tax (Local Option Highway User Tax)

The Local Option Highway User Tax is available to all counties. It requires that the County Council and County Commissioners approve the tax. St. Joseph and Elkhart Counties approved the tax in 2003. Kosciusko County approved a Wheel Tax in June 2014. Distributions are made to the cities and towns as well as the counties.

Economic Development Income Tax (EDIT)

The Economic Development Income Tax is an optional tax available to all counties in Indiana. It must be passed by the County Council and approved by the County Commissioners. This tax is also known as CEDIT, County Economic Development Tax. It can be adopted by the County Council if the county has the County Adjusted Gross Income Tax (CAGIT), or by the County Commissioners if the county has County Option Income Tax (COIT), or either body if the county has neither CAGIT nor COIT. Most counties that use CEDIT also have either CAGIT or COIT. CEDIT generally can be adopted at rates up to 0.5%, but the combined CAGIT and CEDIT rates in counties with both taxes cannot exceed 1.25%, and the combined COIT and CEDIT rates cannot exceed 1%. Revenue is divided among the county, cities and towns, and must be used for economic development or public capital projects. CEDIT revenue is collected by the state Department of Revenue and distributed back to the adopting counties. St. Joseph and Elkhart County have the CEDIT tax.

Transit Funds

The Federal Transit Administration (FTA) apportions grant funds, which can be used in urbanized areas of 50,000 or more persons. In order to use these funds, the Governor must have previously authorized a designated recipient to receive said funds and comply with all FTA operating, planning, and capital equipment requirements.

In the South Bend and Elkhart-Goshen urbanized areas, there are two designated recipients, MACOG and the South Bend PTC. MACOG has dual designation as a designated recipient in South Bend as well as in Elkhart-Goshen. The City of Niles is the designated recipient for Niles Dial-A-Ride System.

In compliance with FTA Circular 7008.1, it has been determined that financial capacity exists to fund the South Bend PTC and the Interurban Trolley programmed projects during fiscal years 2020 through 2024.

Urban Funds

Section 5303 funds are distributed by formula and are provided to the area MPO (MACOG) to provide planning and technical assistance studies in the South Bend Urbanized Area. Section 5307 funds are formula funds used for transit planning, operating, and capital equipment purchases. Section 5307 recipients include Transpo, the City of Niles (South Bend portion of the TMA), NICTD, and MACOG, which operates the Interurban Trolley and the Interurban Trolley Access Service. Section 5337 and 5339 are also formula based funding programs. Section 5337 is FTA's first stand-alone initiative written into law that is dedicated to repairing and upgrading the nation's rail transit systems. NICTD uses these funds to maintain its fixed guideway in a state of good. Section 5339 provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. Section 5310 provides formula funding to large urbanized areas over 200,000 (South Bend Urban Area) to increase the mobility of seniors and persons with disabilities.

Rural Funds

Section 5311 provides financial assistance in rural and small urban areas (areas of 5,000 to 50,000 persons) through a formula grant program administered by INDOT. These funds do not require a designated recipient and may be used by local public agencies, non-profit organizations, and operators of public transit for operating and capital equipment purchases. A Section 5311 program recipient in the MACOG region is the Marshall County Council on Aging and Kosciusko Area Bus System (KABS). Section 5310 is also available for all areas under 200,000 in population from a discretionary program funded by FTA through the INDOT and is a capital equipment program available to non-profit agencies.

Table 1: SFY 2020 - 2024 Highway Projects Fiscal Constraint

County		SFY 2020	SFY 2021*	SFY 2022	SFY 2023	SFY 2024	Total
Elkhart County	Federal Funds	\$5,101,845	\$7,159,223	\$26,728,494	\$8,263,364	\$4,731,519	\$51,984,445
	Programmed	\$4,100,622	\$5,247,707	\$26,726,498	\$6,480,008	\$4,800,000	\$47,354,835
	Difference	\$1,001,223	\$1,911,516	\$1,996	\$1,783,356	\$(68,481)	\$4,629,610
Kosciusko County	Federal Funds	\$395,305	\$5,871,432	\$1,970,728	\$3,320,864	\$-	\$11,558,329
	Programmed	\$395,305	\$5,871,432	\$1,970,728	\$3,320,864	\$-	\$11,558,329
	Difference	\$-	\$-	\$-	\$-	\$-	\$-
Marshall County	Federal Funds	\$1,155,497	\$75,841	\$6,808,753	\$3,516,400	\$666,000	\$12,222,491
	Programmed	\$1,155,497	\$75,841	\$6,808,753	\$3,516,400	\$666,000	\$12,222,491
	Difference	\$-	\$-	\$-	\$-	\$-	\$-
St. Joseph County	Federal Funds	\$9,547,772	\$9,518,453	\$8,127,978	\$12,927,677	\$8,137,528	\$48,259,407
	Programmed	\$9,251,412	\$11,980,093	\$7,620,618	\$12,597,317	\$6,459,168	\$47,908,607
	Difference	\$296,360	\$(2,461,640)	\$507,360	\$330,360	\$1,678,360	\$350,800
Region	Federal Funds	\$16,200,419	\$22,624,949	\$43,635,953	\$28,028,305	\$13,535,047	\$124,024,672
	Programmed	\$14,902,836	\$23,175,073	\$43,126,597	\$25,914,589	\$11,925,168	\$119,044,262
	Difference	\$1,297,583	\$(550,124)	\$509,356	\$2,113,716	\$1,609,879	\$4,980,410

*In FY 2021, funds distributed for the Elkhart & Goshen Urbanized Area are being transferred to the South Bend Urbanized Area. Similar funds will be transferred back to the Elkhart & Goshen Urbanized area in later years.

Fiscal Constraint

Local Highway Projects

Table 1 is a summary of the fiscal constraint analysis for local highway projects listed in the Transportation Improvement Program. The details for the federal funds and programmed amounts are located in Table 2 and 3 respectively. The difference between funds available and the programmed amounts is anticipated to be recovered with other federal fund surplus, project costs savings, and/or additional local contributions. The local match required for federally funded projects is supplied from a variety of local sources including LRSA, CBF, MBF, EDIT, COIT, LOWHUT, MVHA, TIF and others. The LPA is required, prior to beginning a project, to have identify the specific source and amount required for their local match.

TRANSPORTATION IMPROVEMENT PROGRAM

Table 2: SFY 2020 - 2024 Highway Funds Allocations

County	Fund Type	SFY 2020	SFY 2021	SFY 2022	SFY 2023	SFY 2024	Total
Elkhart County	STBG	\$2,721,061	\$2,721,061	\$2,721,061	\$2,721,061	\$2,721,061	\$13,605,305
	HSIP	\$706,026	\$706,026	\$706,026	\$706,026	\$706,027	\$3,530,131
	CMAQ	\$1,096,237	\$1,096,237	\$1,096,237	\$1,096,237	\$1,096,238	\$5,481,186
	TAP	\$208,192	\$208,192	\$208,192	\$208,192	\$208,193	\$1,040,961
	INDOT Allocated	\$370,329	\$2,427,707	\$21,996,978	\$3,531,848	\$-	\$28,326,862
	Total	\$5,101,845	\$7,159,223	\$26,728,494	\$8,263,364	\$4,731,519	\$51,984,445
Kosciusko County	INDOT Allocated	\$395,305	\$5,871,432	\$1,970,728	\$3,320,864	\$-	\$11,558,329
	Total	\$395,305	\$5,871,432	\$1,970,728	\$3,320,864	\$-	\$11,558,329
Marshall County	INDOT Allocated	\$1,155,497	\$75,841	\$6,808,753	\$3,516,400	\$666,000	\$12,222,491
	Total	\$1,155,497	\$75,841	\$6,808,753	\$3,516,400	\$666,000	\$12,222,491
St. Joseph County	STBG	\$4,674,630	\$4,674,630	\$4,674,630	\$4,674,630	\$4,674,630	\$23,373,150
	HSIP	\$1,190,507	\$1,190,507	\$1,190,507	\$1,190,507	\$1,190,507	\$5,952,533
	CMAQ	\$1,709,190	\$1,709,190	\$1,709,190	\$1,709,190	\$1,709,190	\$8,545,950
	TAP	\$404,033	\$404,033	\$404,033	\$404,033	\$404,033	\$2,020,167
	INDOT Allocated	\$1,569,412	\$1,540,093	\$149,618	\$4,949,317	\$159,168	\$8,367,607
	Total	\$9,547,772	\$9,518,453	\$8,127,978	\$12,927,677	\$8,137,528	\$48,259,407
Region	STBG	\$7,395,691	\$7,395,691	\$7,395,691	\$7,395,691	\$7,395,691	\$36,978,455
	HSIP	\$1,896,533	\$1,896,533	\$1,896,533	\$1,896,533	\$1,896,534	\$9,482,664
	CMAQ	\$2,805,427	\$2,805,427	\$2,805,427	\$2,805,427	\$2,805,428	\$14,027,136
	TAP	\$612,225	\$612,225	\$612,225	\$612,225	\$612,226	\$3,061,128
	INDOT Allocated	\$3,490,543	\$9,915,073	\$30,926,077	\$15,318,429	\$825,168	\$60,475,289
	Total	\$16,200,419	\$22,624,949	\$43,635,953	\$28,028,305	\$13,535,047	\$124,024,672

Table 3: SFY 2020- 2024 Highway Programmed Projects

County	LPA	SFY 2020	SFY 2021*	SFY 2022	SFY 2023	SFY 2024	Total
Elkhart County	Elkhart	\$-	\$1,464,000	\$10,080,192	\$-	\$4,800,000	\$16,344,192
	Goshen	\$829,540	\$-	\$4,729,520	\$960,160	\$-	\$6,519,220
	Elkhart Co.	\$2,648,229	\$3,783,707	\$11,916,786	\$3,189,448	\$-	\$21,538,170
	Nappanee	\$-	\$-	\$-	\$2,330,400	\$-	\$2,330,400
	MACOG	\$622,853	\$-	\$-	\$-	\$-	\$622,853
	Total	\$4,100,622	\$5,247,707	\$26,726,498	\$6,480,008	\$4,800,000	\$47,354,835
Kosciusko County	Warsaw	\$-	\$256,000	\$1,123,408	\$2,683,763	\$-	\$4,063,171
	Winona Lake	\$-	\$-	\$847,320	\$-	\$-	\$847,320
	Kosciusko Co.	\$395,305	\$5,615,432	\$-	\$637,101	\$-	\$6,647,838
	Total	\$395,305	\$5,871,432	\$1,970,728	\$3,320,864	\$-	\$11,558,329
Marshall County	Plymouth	\$585,690	\$-	\$3,457,810	\$-	\$-	\$4,043,500
	Culver	\$178,000	\$-	\$1,668,867	\$-	\$666,000	\$2,512,867
	Marshall Co.	\$391,807	\$75,841	\$1,682,075	\$3,516,400	\$-	\$5,666,123
	Total	\$1,155,497	\$75,841	\$6,808,753	\$3,516,400	\$666,000	\$12,222,491
St. Joseph County	South Bend	\$7,235,000	\$1,440,000	\$3,104,000	\$152,000	\$1,300,000	\$13,231,000
	Mishawaka	\$-	\$-	\$-	\$-	\$3,500,000	\$3,500,000
	North Liberty	\$346,640	\$764,160	\$-	\$-	\$-	\$1,110,800
	St. Joseph Co.	\$1,524,772	\$9,775,933	\$4,516,618	\$12,445,317	\$1,659,168	\$29,921,807
	MACOG	\$145,000	\$-	\$-	\$-	\$-	\$145,000
	Total	\$9,251,412	\$11,980,093	\$7,620,618	\$12,597,317	\$6,459,168	\$47,908,607
Total		\$14,902,836	\$23,175,073	\$43,126,597	\$25,914,589	\$11,925,168	\$119,044,262

*In FY 2021, funds distributed for the Elkhart & Goshen Urbanized Area are being transferred to the South Bend Urbanized Area. Similar funds will be transferred back to the Elkhart & Goshen Urbanized area in later years.

TRANSPORTATION IMPROVEMENT PROGRAM

Local Transit Projects

Table 4 is a summary of the fiscal constraint analysis for local transit projects listed in the Transportation Improvement Program. The details for the federal funds and programmed amounts are located in Table 5 and 6 respectively. The difference between funds available and the programmed amounts is anticipated to be recovered with other federal fund surplus, project costs savings, and/or additional local contributions. The local match required for federally funded projects is supplied from a variety of local sources. Prior to beginning a project, the agency must identify the specific source and amount required for their local match.

Table 4: SFY 2020 - 2024 Transit Projects Fiscal Constraint				
Urbanized Area		SFY 2020	SFY 2021	Total
Elkhart-Goshen UZA	Federal Funds	\$2,017,765	\$2,017,765	\$4,035,530
	Programmed	\$1,963,314	\$1,963,314	\$3,926,628
	Difference	\$54,451	\$54,451	\$108,902
South Bend UZA	Federal Funds	\$2,598,436	\$2,598,436	\$5,196,872
	Programmed	\$2,410,000	\$2,520,000	\$4,930,000
	Difference	\$188,436	\$78,436	\$266,872
Region	Federal Funds	\$4,616,201	\$4,616,201	\$9,232,402
	Programmed	\$4,373,314	\$4,483,314	\$8,856,628
	Difference	\$242,887	\$132,887	\$375,774

Table 5: SFY 2020 - 2024 Transit Funds Allocations			
Urbanized Area	SFY 2020	SFY 2021	Total
Elkhart-Goshen UZA	\$2,017,765	\$2,017,765	\$4,035,530
South Bend UZA	\$2,598,436	\$2,598,436	\$5,196,872
Total	\$4,616,201	\$4,616,201	\$9,232,402

Table 6: SFY 2020 - 2024 Transit Programmed Projects			
Urbanized Area	SFY 2018	SFY 2019	Total
Elkhart-Goshen UZA	\$1,963,314	\$1,963,314	\$3,926,628
South Bend UZA	\$2,410,000	\$2,520,000	\$4,930,000
Total	\$4,373,314	\$4,483,314	\$8,856,628



CONTENTS

LOCALLY SPONSORED PROJECTS

36 | Elkhart County

44 | Kosciusko County

50 | Marshall County

56 | St. Joseph County

INDOT GROUPED PROJECTS

64 | Ft. Wayne District

72 | LaPorte District

TRANSIT PROGRAM OF PROJECTS

82 | Elkhart-Goshen Urbanized

82 | South Bend Urbanized

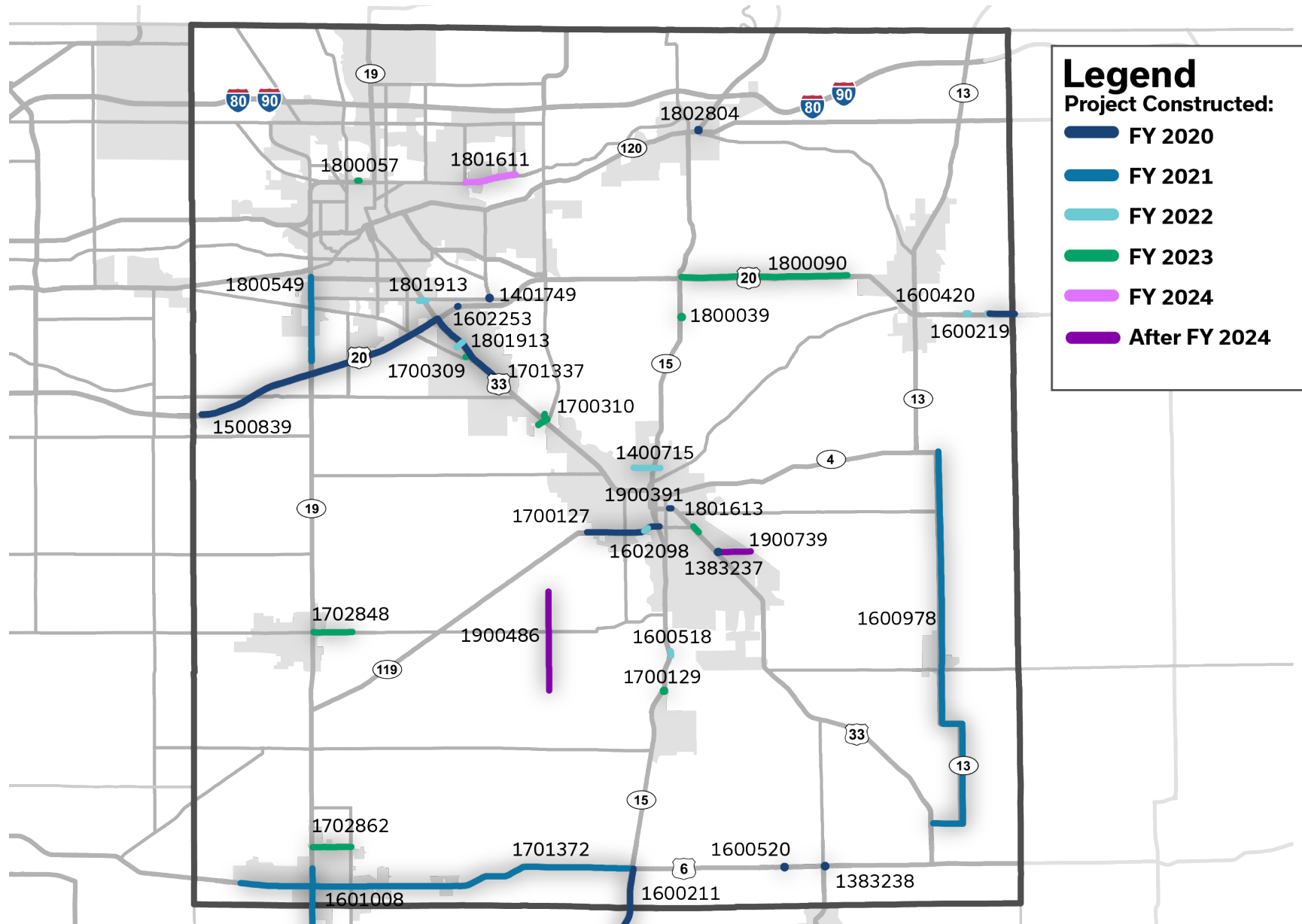
85 | Rural



The image is a full-page background featuring an aerial view of a modern roundabout. The roundabout has multiple lanes with white directional arrows and red-paved crosswalks. A green car is visible on the left side of the roundabout. The surrounding area includes grassy fields and a line of trees in the distance. The entire image has a blue color overlay.

PROJECT LISTINGS

Elkhart County Project Listings



TRANSPORTATION IMPROVEMENT PROGRAM

Locally Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
City of Elkhart									
1801611	Bristol St: from Jeanwood Dr. to CR 15	Added Travel Lanes	STBG	RW	\$480,000	\$120,000	\$600,000	\$7,400,000	2021
1801611	Bristol St: from Jeanwood Dr. to CR 15	Added Travel Lanes	STBG	CN	\$4,800,000	\$1,200,000	\$6,000,000	\$7,400,000	2024
1801933	Hively Avenue, east of Main St, crossing the NS Railroad	New Bridge	ST STBG	PE	\$1,252,992	\$313,248	\$1,566,240	\$13,830,240	2022
1801933	Hively Avenue, east of Main St, crossing the NS Railroad	New Bridge	ST STBG	RW	\$984,000	\$246,000	\$1,230,000	\$13,830,170	2021
1801933	Hively Avenue, east of Main St, crossing the NS Railroad	New Bridge	ST STBG	CN	\$8,827,200	\$2,206,800	\$11,034,000	\$13,830,170	2022
Elkhart County									
1401749	CR 18 at CR 13 and CR 115 Intersection	Intersection Improvement	CMAQ	RW	\$400,000	\$100,000	\$500,000	\$3,750,164	2020
1401749	CR 18 at CR 13 and CR 115 Intersection	Intersection Improvement	CMAQ	CN	\$2,340,000	\$585,000	\$2,925,000	\$3,750,164	2021
1592887	Countywide Bridge Inspections for 2018-2021	Bridge Inspections	Bridge	PE	\$175,922	\$43,980	\$219,902	\$219,902	2020 2021 2022
1700309	Bridge 152 on Mishawaka Rd over Yellow Creek	Bridge Repl, Comp. Cont. Conc. Construction	STBG	RW	\$80,000	\$20,000	\$100,000	\$3,300,135	2020
1700309	Bridge 152 on Mishawaka Rd over Yellow Creek	Bridge Repl, Comp. Cont. Conc. Construction	STBG	CN	\$1,888,000	\$472,000	\$2,360,000	\$3,300,135	2023
1700310	CR 17 Multi-Use Path: From US 33 to CR 45	Bike/Pedestrian Facilities	CMAQ	RW	\$72,000	\$18,000	\$90,000	\$3,771,555	2020

Locally Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
1702848	CR 40: from SR 19 to CR 7	Road Reconstruction	STBG	CN	\$1,201,448	\$300,362	\$1,501,810	\$1,758,606	2023
1801913	Sunnyside Ave/ Mall Dr at US 33 (Main St) over NS Railroad	New Bridge	ST STBG	PE	\$1,920,000	\$480,000	\$2,400,000	\$16,488,000	2022
1801913	Sunnyside Ave/ Mall Dr at US 33 (Main St) over NS Railroad	New Bridge	ST STBG	RW	\$1,328,000	\$332,000	\$1,660,000	\$16,488,000	2021
1801913	Sunnyside Ave/ Mall Dr at US 33 (Main St) over NS Railroad	New Bridge	ST STBG	CN	\$9,942,400	\$2,485,600	\$12,428,000	\$16,488,000	2022
1900486	CR 17 Phase I: from CR 142 to CR 38	New Road Construction	STBG	PE	\$2,090,400	\$2,403,960	\$4,494,360	\$25,944,000	2020
1900486	CR 17 Phase I: from CR 142 to CR 38	New Road Construction	STBG	RW	\$100,000	\$25,000	\$125,000	\$25,944,000	2023
City of Goshen									
1400715	Wilden Ave from Rock Run Creek to 6th St	Road Reconstruction	STBG	CN	\$4,343,920	\$1,085,980	\$5,429,900	\$5,429,900	2020
1801613	US 33: from Fairfield to Plymouth Ave	Auxiliary Lanes	CMAQ	PE	\$165,040	\$41,260	\$206,300	\$1,031,450	2020
1801613	US 33: from Fairfield to Plymouth Ave	Auxiliary Lanes	CMAQ	CN	\$660,160	\$165,040	\$825,200	\$1,031,450	2021
1900391	Madison St at NS RR, DOT 510039L	Railroad Projection	ST STBG	PE	\$18,000	\$2,000	\$20,000	\$405,000	2020
1900391	Madison St at NS rr, DOT 510039L	Railroad Project	ST STBG	CN	\$346,500	\$38,500	\$385,000	\$405,000	2020
1900739	College Ave from US 33 to NS Railroad Line (East Entrance of parking lot)	Added Travel Lanes	STBG	PE	\$300,000	\$75,000	\$375,000	\$5,107,000	2020
1900739	College Ave from US 33 to NS Railroad Line (East Entrance of parking lot)	Added Travel Lanes	STBG	RW	\$685,600	\$171,400	\$857,000	\$5,107,000	2022 2023

TRANSPORTATION IMPROVEMENT PROGRAM

Locally Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
Nappanee									
1702862	Woodview Dr. from N. Main St (SR 19) to Oakland Ave. (CR 7)	Road Rehabilitation	STBG	CN	\$2,330,400	\$582,600	\$2,913,000	\$3,683,530	2023
MACOG									
1801362	Partners for Clean Air Program	UPWP	CMAQ	PL	\$50,000	\$12,500	\$62,500	\$62,500	2020
1801362	Pictometry	UPWP	STBG	PL	\$458,282	\$114,571	\$572,853	\$572,853	2020

State Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
Indiana Department of Transportation									
1602098	SR 119, Bridge Over Elkhart River, 0.36 Miles south of SR 15	Bridge Replacement, Other Construction	STBG	PE	\$10,000	\$2,500	\$12,500	\$2,719,888	2021
1602098	SR 119, Bridge Over Elkhart River, 0.36 Miles south of SR 15	Bridge Replacement, Other Construction	STBG	RW	\$88,000	\$22,000	\$110,000	\$2,719,888	2021 2022
1602098	SR 119, Bridge Over Elkhart River, 0.36 Miles south of SR 15	Bridge Replacement, Other Construction	STBG	CN	\$2,077,910	\$519,478	\$2,597,388	\$2,719,888	2022

State Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
1700127	SR 119, From 1.83 Miles West of SR 15 to SR 15.	HMA Overlay, Preventive Maintenance	STBG	CN	\$425,506	\$106,376	\$531,882	\$531,882	2020
1600978	SR 13, From US 33 to SR 4	HMA Overlay Minor Structural	STBG	RW	\$24,000	\$6,000	\$30,000	\$4,094,996	2020
1600978	SR 13, From US 33 to SR 4	HMA Overlay Minor Structural	STBG	CN	\$3,251,997	\$812,999	\$4,064,996	\$4,094,996	2021
1600211	SR 15, 4.63 miles N of US 30 to US 6	HMA Overlay, Preventative Maintenance	STBG	CN	\$1,981,059	\$495,265	\$2,476,324	\$2,476,234	2020
1600518	SR 15, 5.73 miles N of US 6 (at CR 42 North Junction)	Auxillary Lane Construction	STBG	RW	\$24,000	\$6,000	\$30,000	\$327,008	2021
1600518	SR 15, 5.73 miles N of US 6 (at CR 42 North Junction)	Auxillary Lane Construction	STBG	CN	\$237,606	\$59,402	\$297,008	\$327,008	2022
1700129	SR 15 at CR 142, 4.64 miles north of US 6	Intersect. Improv. W/ Added Turn Lanes	STBG	RW	\$16,000	\$4,000	\$20,000	\$499,042	2021
1700129	SR 15 at CR 142, 4.64 miles north of US 6	Intersect. Improv. W/ Added Turn Lanes	STBG	CN	\$383,234	\$95,808	\$479,042	\$499,042	2022
1800039	SR 15, 1.03 Miles S. of US 20 (at CR 18)	Intersection Improvement with Added Turn Lanes	STBG	PE	\$144,000	\$36,000	\$180,000	\$1,423,325	2020
1800039	SR 15, 1.03 Miles S. of US 20 (at CR 18)	Intersection Improvement with Added Turn Lanes	STBG	RW	\$40,000	\$10,000	\$50,000	\$1,423,325	2022
1800039	SR 15, 1.03 Miles S. of US 20 (at CR 18)	Intersection Improvement with Added Turn Lanes	STBG	CN	\$954,660	\$238,665	\$1,193,325	\$1,423,325	2022
1802804	SR 15 and SR 120 intersection, East Jct.	Other Intersection Improvement	NHPP	CN	\$40,000	\$10,000	\$50,000	\$50,000	2020

TRANSPORTATION IMPROVEMENT PROGRAM

State Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
1601008	SR 19, from 5.53 Miles S of US 6 (CR 900N) to 0.49 Miles N of US 6 (Berlin Court Ditch)	HMA Overlay Minor Structural	STBG	CN	\$3,040,727	\$760,182	\$3,800,909	\$3,800,909	2021
1800057	SR 19, Over Christiana Creek, 2.42 Miles S of I-18/90	Replace Superstructure	NHPP	RW	\$20,000	\$5,000	\$25,000	\$3,955,316	2022
1800057	SR 19, Over Christiana Creek, 2.42 Miles S of I-18/90	Replace Superstructure	NHPP	CN	\$3,144,253	\$786,063	\$3,930,316	\$3,955,316	2023
1800549	SR 19, from 0.32 Miles N of US 20 to 2.61 Miles N of US 20 (Lusher Ave.)	Concrete Pavement Restoration	NHPP	CN	\$1,969,884	\$492,471	\$2,462,355	\$2,462,355	2021
1500839	US 20, From 2.81 Miles West of SR 19 to 3.18 Miles West of SR 15	Concrete Pavement Restoration	NHPP	CN	\$1,232,585	\$308,146	\$1,540,731	\$1,540,731	2020
1600219	US 20, from 1.92 Miles E. of SR 13 to 2.48 Miles E. of SR 13 (@ Elkhart/Lagrange CO LN)	HMA Overlay, Preventive Maintenance	STBG	CN	\$1,522,917	\$380,729	\$1,903,646	\$1,903,646	2020
1600420	US 20, Bridge Over Rowe-Eden Ditch, 1.25 Miles East of SR 13	Bridge Replacement, Other Construction	NHPP	RW	\$28,000	\$7,000	\$35,000	\$1,507,540	2021
1600420	US 20, Bridge Over Rowe-Eden Ditch, 1.25 Miles East of SR 13	Bridge Replacement, Other Construction	NHPP	CN	\$1,178,032	\$294,508	\$1,472,540	\$1,507,540	2022
1600421	US 20, Bridge Over Little Elkhart River, 1.80 Miles East of SR 13	Bridge Replacement, Other Construction	NHPP	RW	\$28,000	\$7,000	\$35,000	\$1,507,540	2021
1600421	US 20, Bridge Over Little Elkhart River, 1.80 Miles East of SR 13	Bridge Replacement, Other Construction	NHPP	CN	\$1,178,032	\$294,508	\$1,472,540	\$1,507,540	2022
1600517	US 20, from SR 15 to 4.14 miles E of SR 15 (CR 35)	Auxiliary Lanes, Two-way Left Turn Lanes	NHPP	RW	\$1,680,000	\$420,000	\$2,100,000	\$17,453,050	2020 2021

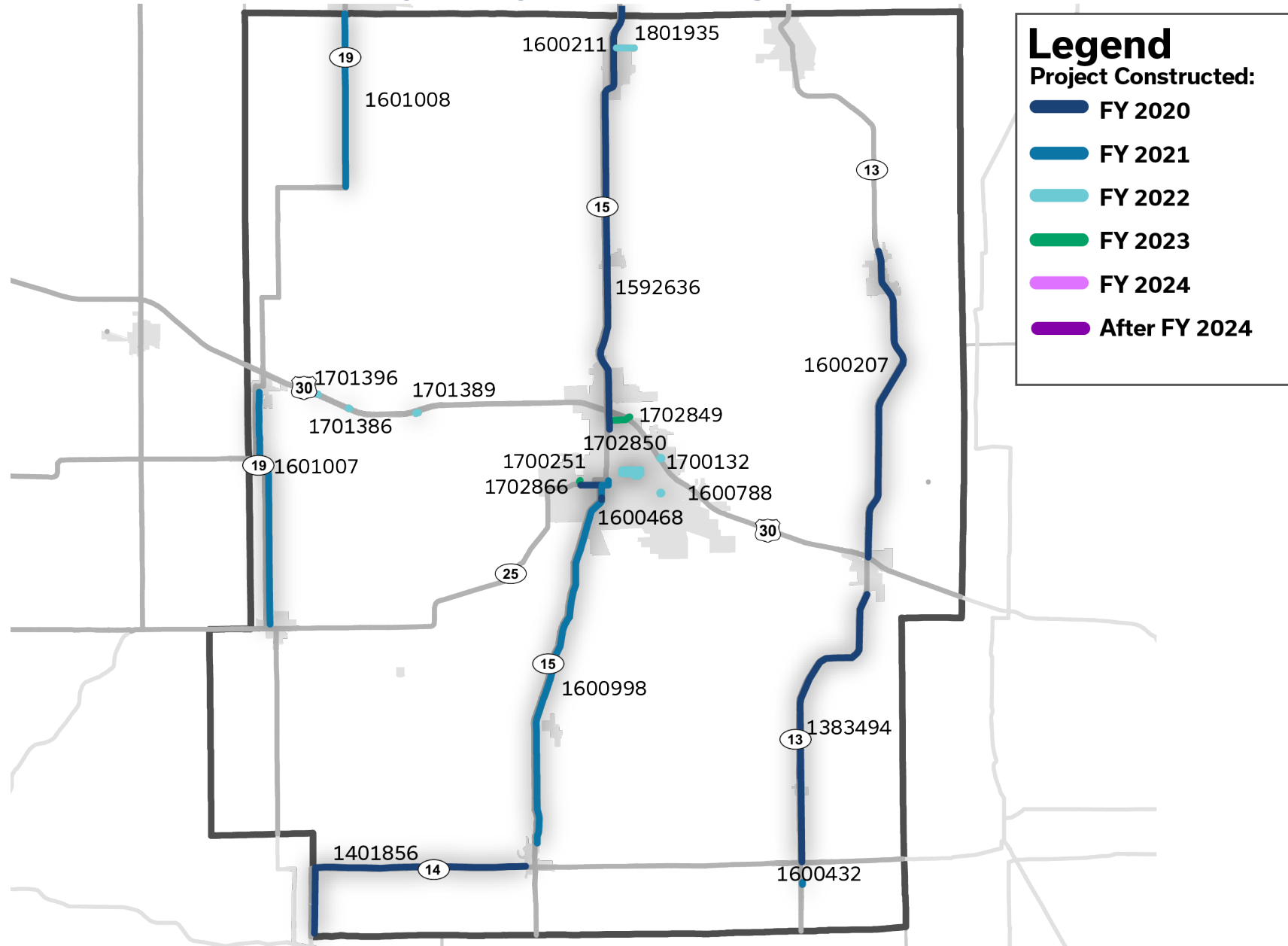
State Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
1600517	US 20, from SR 15 to 4.14 miles E of SR 15 (CR 35)	Auxiliary Lanes, Two-way Left Turn Lanes	NHPP	CN	\$12,282,440	\$3,070,610	\$15,353,050	\$17,453,050	2020 2021
1602253	US 20, Bridge over Yellow Creek, Eastbound, 0.59 Miles East of US 33	Superstructure replacement	NHPP	CN	\$2,050,377	\$512,594	\$2,562,971	\$2,562,971	2020
1602255	US 20, Bridge over Yellow Creek, Westbound, 0.59 Miles East of US 33	Superstructure replacement	NHPP	CN	\$2,050,377	\$512,594	\$2,562,971	\$2,562,971	2020
1800090	US 20, from SR 15 to 4.14 Miles E. of ST 15 (CR 35)	Added Travel Lanes	STBG	CN	\$13,788,558	\$3,447,139	\$17,235,697	\$17,235,697	2023
1802043	US 20, from SR 15 to 4.14 miles E of SR 15 (CR 35)	Demolition	NHPP	CN	\$564,054	\$141,013	\$705,067	\$705,067	2021
1802045	US 20, from SR 15 to 4.14 miles E of SR 15 (CR 35)	Roadside Maintenance, Tree Removal/Trimming	NHPP	CN	\$98,906	\$24,727	\$123,633	\$123,633	2021
1383237	US 33, 9.42 Miles North of SR 13 at CR 36/College Ave.	Other Intersection Improvement	NHPP	CN	\$1,280,164	\$320,041	\$1,600,205	\$1,600,205	2020
1701337	US 33, From 4.57 Miles North of SR 15 North Jct. (CR 15) to US 20	HMA Overlay, Preventative Main	NHPP	CN	\$1,241,122	\$310,280	\$1,551,402	\$1,551,402	2020
1383238	US 6 at SR 13 W Jct./US 33	Intersection Improvement	STBG	CN	\$2,111,034	\$527,759	\$2,638,793	\$2,638,793	2020
1600520	US 6, 1.03 miles W of SR 13 W Junction (at CR 29)	Other Intersection Improvement	NHPP	CN	\$571,379	\$142,845	\$714,224	\$714,224	2020
1701372	US 6, From 1.79 Miles West of SR 19 to SR 15	HMA Overlay, Preventative Maintenance	STBG	CN	\$2,748,662	\$687,165	\$3,435,827	\$3,435,827	2021

TRANSPORTATION IMPROVEMENT PROGRAM

State Sponsored Projects									
DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
1802826	Statewide: Various Locations	Other Type Project (Miscellaneous)	STBG	PE	\$6,720,000	\$1,680,000	\$8,400,000	\$8,400,000	2020 2021 2022 2023
1900554	Statewide HELPERS Program	Other Type Project (Miscellaneous)	HSIP	PE	\$1,039,144	\$115,460	\$1,154,604		2020
1901433	Various Terminal Joints throughout the Fort Wayne District	Pavement (Other)	STBG	CN	\$424,532	\$106,133	\$530,665		2020

Kosciusko County Project Listings



TRANSPORTATION IMPROVEMENT PROGRAM

Locally Sponsored Projects								
DES	Location	Work Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
Kosciusko County								
1592891	County-wide Bridge Inspection and Inventory Program for Cycle Years 2018-2021	Bridge Inspections	PE	\$134,786	\$33,696	\$168,483	\$168,483	2020 2021
1702866	Bridge #227: on S Hand St over Walnut Creek	Bridge Rehabilitation or Repair	RW	\$48,000	\$12,000	\$60,000	\$1,113,725	2021
1702866	Bridge #227: on S Hand St over Walnut Creek	Bridge Rehabilitation or Repair	CN	\$637,101	\$159,275	\$796,376	\$1,113,725	2023
1801935	CR1300N Extension over NS RR and Main St	New Bridge	PE	\$701,760	\$175,440	\$877,200	\$7,367,145	2021
1801935	CR1300N Extension over NS RR and Main St	New Bridge	RW	\$334,796	\$83,699	\$418,495	\$7,367,145	2020
1801935	CR1300N Extension over NS RR and Main St	New Bridge	CN	\$4,857,160	\$1,214,290	\$6,071,450	\$7,367,145	2021
City of Warsaw								
1702849	Anchorage Rd (CR 200 N) from SR 15 to Biomet Dr	Added Travel Lanes	CN	\$2,683,763	\$670,941	\$3,354,704	\$4,334,584	2023
1702850	"Sheridan St, E Clark & Ft. Wayne St - Between Colfax St and Cook St"	Bike/Pedestrian Facilities	CN	\$1,123,408	\$280,852	\$1,404,260	\$1,664,142	2022
1802784	Hickory St: from Market St to Main St	Safety Revisions	CN	\$256,000	\$64,000	\$320,000	\$320,000	2021
Town of Winona Lake								
1600788	Intersection of Argonne Rd, Winona Ave, Kings Highway and Park Ave	Intersection Improvement, Roundabout	CN	\$847,320	\$211,830	\$1,059,150	\$1,678,739	2022

State Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
Indiana Department of Transportation									
1383494	SR 13, From SR 14 to 1.10 miles S of US 30	HMA Overlay, Minor Structural	Road Construction	CN	\$3,658,810	\$914,702	\$4,573,512	\$4,573,512	2020
1600207	SR 13, From US 30 to 9.46 Miles N of US 30	HMA Overlay, Preventive Maintenance	STBG	CN	\$2,796,140	\$699,035	\$3,495,175	\$3,495,175	2020
1600432	SR 13, Over Plunge Creek, 0.60 Miles South of SR 14	Bridge Replacement, Other Construction	Bridge Construction	RW	\$34,000	\$8,500	\$42,500	\$1,316,451	2020
1600432	SR 13, Over Plunge Creek, 0.60 Miles South of SR 14	Bridge Replacement, Other Construction	Bridge Construction	CN	\$1,019,161	\$254,790	\$1,273,951	\$1,316,451	2021
1401856	SR 14, From SR 114 to 0.36 miles W of SR 15	HMA Overlay Minor Structural	STBG	CN	\$2,066,808	\$516,702	\$2,583,510	\$2,583,510	2020
1592636	SR 15, 0.50 Miles S of US 30 to 4.63 Miles N of US 30	HMA Overlay, Preventive Maintenance	STBG	CN	\$1,564,619	\$391,155	\$1,955,774	\$1,955,774	2020
1600211	SR 15, 4.63 miles N of US 30 to US 6	HMA Overlay, Preventative Maintenance	STBG	CN	\$1,981,059	\$495,265	\$2,476,324	\$2,476,234	2020
1600468	SR 15, Over Eagle Creek, 0.35 Miles South of SR 25	Bridge Replacement, Other Construction	Bridge	RW	\$64,000	\$16,000	\$80,000	\$1,917,980	2020
1600468	SR 15, Over Eagle Creek, 0.35 Miles South of SR 25	Bridge Replacement, Other Construction	Bridge	CN	\$1,470,384	\$367,596	\$1,837,980	\$1,917,980	2021
1600998	SR 15, From 0.70 miles N of SR 14 (N limit Silver Lake) to 1.97 miles S of 30	HMA Overlay Minor Structural	NHPP	RW	\$28,000	\$7,000	\$35,000	\$5,200,968	2020

TRANSPORTATION IMPROVEMENT PROGRAM

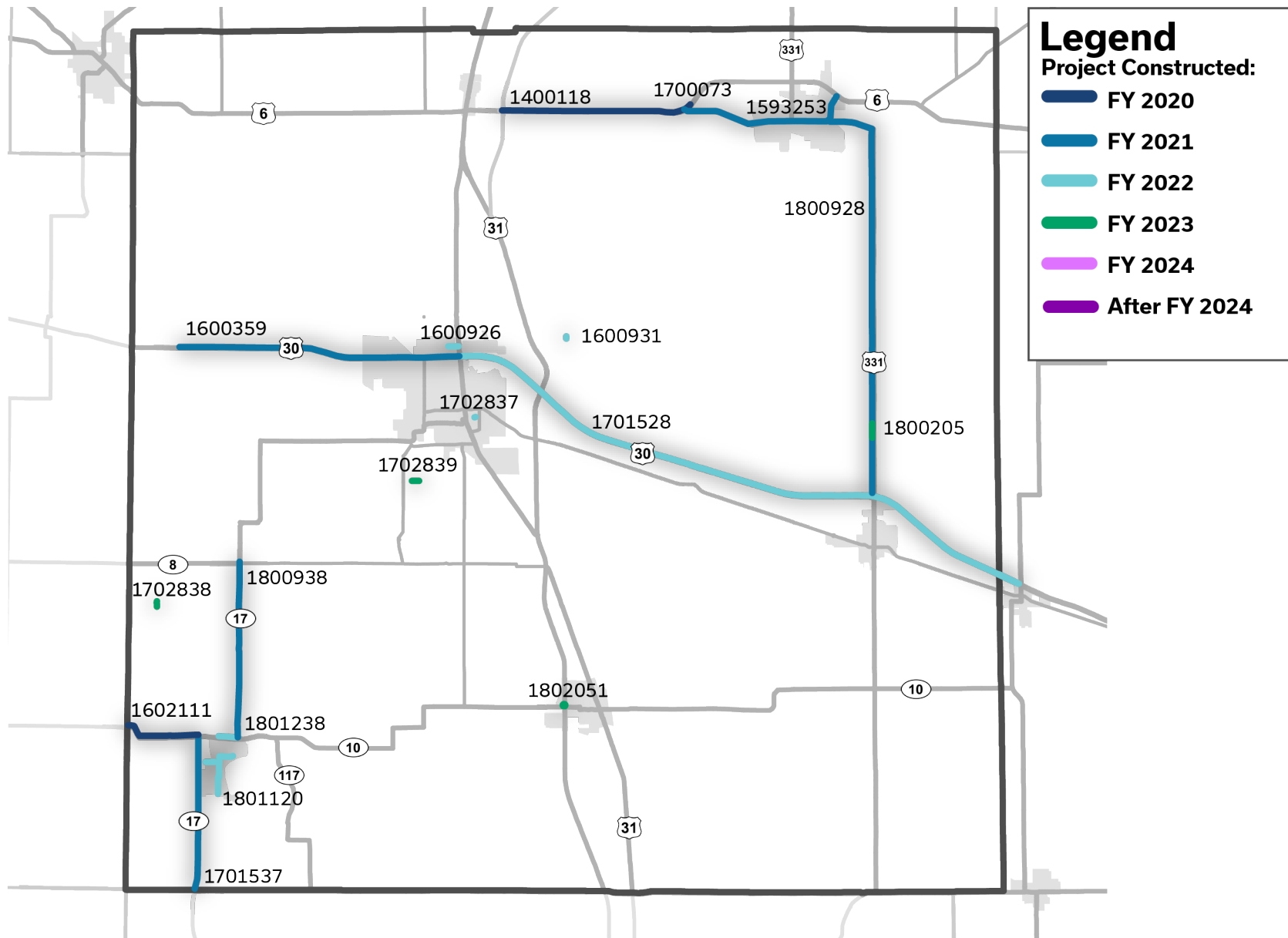
State Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
1600998	SR 15, From 0.70 miles N of SR 14 (N limit Silver Lake) to 1.97 miles S of 30	HMA Overlay Minor Structural	NHPP	CN	\$4,132,774	\$1,033,194	\$5,165,968	\$5,200,968	2021
1601007	SR 19, From 0.43 Mi N of SR 25 (N Lmt Mentone) to 0.77 Mi S of US 30 (S Lmt Etna Green)	HMA Overlay Minor Structural	NHPP	CN	\$1,755,075	\$438,769	\$2,193,844	\$9,193,844	2021
1601008	SR 19, from 5.53 Miles S of US 6 (CR 900N) to 0.49 Miles N of US 6 (Berlin Court Ditch)	HMA Overlay Minor Structural	STPBG	CN	\$3,040,727	\$760,182	\$3,800,909	\$3,800,909	2021
1601012	SR 19 to 3.00 miles E of SR 15 (Center St)	HMA Overlay, Structural	NHPP	RW	\$14,000	\$35,000	\$49,000	\$16,535,790	2020
1601012	SR 19 to 3.00 miles E of SR 15 (Center St)	HMA Overlay, Structural	NHPP	CN	\$13,214,632	\$3,303,658	\$16,518,290	\$16,535,790	2021
1700251	SR 25, From 0.62 miles W of SR 15 to SR 15	HMA Overlay, Preventive Maintenance	STBG	CN	\$484,562	\$121,140	\$605,702	\$605,702	2020
1700132	US 30 at Parker St, 2.17 Miles E of SR 15	Other intersection Improvement	STBG	CN	\$137,005	\$34,251	\$171,256	\$171,256	2022
1701385	US 30, Bridge over Robinson Ditch EBL, 2.60 Miles E of SR 19	Replace Superstructure	STBG	CN	\$677,183	\$169,296	\$846,479	\$846,479	2022
1701386	US 30, Bridge over Robinson Ditch WBL, 2.60 Miles E of SR 19	Replace Superstructure	STBG	CN	\$7,201,902	\$1,800,476	\$9,002,378	\$9,002,378	2022
1701389	US 30, Bridge over Pole Run Ditch EBL, 4.74 Miles E of SR 19	Replace Superstructure	STBG	CN	\$711,533	\$177,883	\$889,416	\$889,416	2022

State Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
1701390	US 30, Bridge over Pole Run Ditch WBL, 4.74 Miles E of SR 19	Replace Superstructure	STBG	CN	\$711,533	\$177,883	\$889,416	\$889,416	2022
1701396	US 30, Bridge over Danner Ditch EBL, 1.59 Miles E of SR 19	Replace Superstructure	STBG	CN	\$667,370	\$166,842	\$834,212	\$834,212	2022
1701397	US 30, Bridge over Danner Ditch WBL, 1.59 Miles E of SR 19	Replace Superstructure	STBG	CN	\$667,370	\$166,842	\$834,212	\$834,212	2022
1802826	Statewide: Various Locations	Other Type Project (Miscellaneous)	STBG	PE	\$6,720,000	\$1,680,000	\$8,400,000	\$8,400,000	2020 2021 2022 2023
1900554	Statewide HELPERS Program	Other Type Project (Miscellaneous)	HSIP	PE	\$1,039,144	\$115,460	\$1,154,604		2020

Marshall County Project Listings



TRANSPORTATION IMPROVEMENT PROGRAM

Locally Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
Town of Culver									
1801120	Lake Max Trail Phase II, Culver Park to W. Shore Dr	Bike/Pedestrian Facilities	TAP	RW	\$60,000	\$15,000	\$75,000	\$1,392,179	2020
1801120	Lake Max Trail Phase II, Culver Park to W. Shore Dr	Bike/Pedestrian Facilities	TAP	CN	\$858,257	\$214,564	\$1,072,821	\$1,392,179	2022
1801238	SR 10 Sidewalks from School St to N Lakeshore Dr	Bike/Pedestrian Facilities	TAP	CN	\$165,742	\$41,435	\$207,177	\$307,823	2022
1801239	West Jefferson Streetscape Improvements	Landscaping	TAP	CN	\$580,869	\$145,217	\$726,086	\$863,914	2022
1802913	Lake Max Trail Phase III, from Academy Rd to SR 10/117	Bike/Pedestrian Facilities	TAP	PE	\$118,000	\$29,500	\$147,500	\$967,000	2020
1802913	Lake Max Trail Phase III, from Academy Rd to SR 10/117	Bike/Pedestrian Facilities	TAP	RW	\$64,000	\$16,000	\$80,000	\$967,000	2022
1802913	Lake Max Trail Phase III, from Academy Rd to SR 10/117	Bike/Pedestrian Facilities	TAP	CN	\$592,000	\$148,000	\$740,000	\$967,000	2024
Marshall County									
1592161	Countywide Bridge Inspection and Inventory Program for Cycle Years 2018-2021	Bridge Inspections	Bridge	PE	\$90,922	\$22,731	\$113,653	\$113,653	2020 2021 2022
1600931	Bridge No. 73 carrying King Rd over the Yellow River	Bridge Replacement, Other Construction	Bridge	RW	\$49,600	\$12,400	\$62,000	\$2,117,125	2020
1600931	Bridge No. 73 carrying King Rd over the Yellow River	Bridge Replacement, Other Construction	Bridge	CN	\$1,674,400	\$418,600	\$2,093,000	\$2,117,125	2022
1702838	Marshall County Bridge #120: South Upas Road over Yellow River	Bridge Replacement, Other Construction	Bridge	PE	\$112,840	\$28,210	\$141,050	\$2,697,201	2020

Locally Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
1702838	Marshall County Bridge #120: South Upas Road over Yellow River	Bridge Replacement, Other Construction	Bridge	RW	\$48,000	\$12,000	\$60,000	\$2,697,201	2020
1702838	Marshall County Bridge #120: South Upas Road over Yellow River	Bridge Replacement, Other Construction	Bridge	CN	\$1,884,080	\$471,020	\$2,355,100	\$2,697,201	2023
1702839	Marshall County Bridge #87: 11th Road over Yellow River	Bridge Replacement, Other Construction	Bridge	PE	\$125,961	\$31,490	\$157,451	\$2,387,851	2020
1702839	Marshall County Bridge #87: 11th Road over Yellow River	Bridge Replacement, Other Construction	Bridge	RW	\$48,000	\$12,000	\$60,000	\$2,387,851	2020
1702839	Marshall County Bridge #87: 11th Road over Yellow River	Bridge Replacement, Other Construction	Bridge	CN	\$1,632,320	\$408,080	\$2,040,400	\$2,387,851	2023
City of Plymouth									
1600926	Hoham Drive starting at North Michigan St to 400' west of Western Ave	Road Reconstruction (3R/4R Standards)	STBG	RW	\$424,000	\$106,000	\$530,000	\$3,545,766	2020
1600926	Hoham Drive starting at North Michigan St to 400' west of Western Ave	Road Reconstruction (3R/4R Standards)	STBG	CN	\$2,147,410	\$536,852	\$2,684,262	\$3,545,766	2022
1702837	East LaPorte Street Footbridge over the Yellow River	Bridge Rehabilitation or Repair	TAP	RW	\$4,000	\$1,000	\$5,000	\$1,927,950	2020
1702837	East LaPorte Street Footbridge over the Yellow River	Bridge Rehabilitation or Repair	TAP	CN	\$1,310,400	\$327,600	\$1,638,000	\$1,927,950	2022

TRANSPORTATION IMPROVEMENT PROGRAM

State Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
Indiana Department of Transportation									
1602111	SR 10, from SR 23 to SR 17 (W Jct)	HMA Overlay, Preventive Maintenance	STBG	CN	\$809,998	\$202,499	\$1,012,497	\$1,012,497	2020
1602113	SR 10, From US 31 to Juniper St in Argos	HMA Overlay, Preventative Maintenance	STBG	CN	\$469,750	\$117,437	\$587,187	\$598,798	2020
1602113	SR 10, From US 31 to Juniper St in Argos	HMA Overlay, Preventative Maintenance	STBG	CE	\$9,289	\$2,322	\$11,611	\$598,798	2020
1593253	SR 106 From US 6 (W Jct) to US 6 (E Jct)	HMA Overlay, Preventive Maintenance	Bridge	CN	\$1,367,993	\$341,998	\$1,709,991	\$1,826,501	2021
1593253	SR 106 From US 6 (W Jct) to US 6 (E Jct)	HMA Overlay, Preventive Maintenance	Bridge	CE	\$93,208	\$23,302	\$116,510	\$1,826,501	2021
1800869	SR 106 @ Armey Ditch, 0.07 Mile E of SR 331	Bridge Deck Overlay	STBG	CN	\$488,000	\$122,000	\$610,000	\$610,000	2021
1701537	SR 17, from SR 14 to SR 10	HMA Overlay, Preventative Maintenance	STBG	CN	\$2,754,883	\$688,721	\$3,443,604	\$3,443,604	2021
1800938	SR 17, From SR 10 to SR 8	HMA Overlay, Preventive Maintenance	STBG	CN	\$733,231	\$183,308	\$916,539	\$990,539	2021
1800205	SR 331, 1.75 mi N of US 30	Small Structure - New	STBG	PE	\$20,736	\$5,184	\$25,920	\$283,225	2020
1800205	SR 331, 1.75 mi N of US 30	Small Structure - New	STBG	RW	\$8,000	\$2,000	\$10,000	\$283,225	2022
1800205	SR 331, 1.75 mi N of US 30	Small Structure - New	STBG	CN	\$197,844	\$49,461	\$247,305	\$283,225	2023

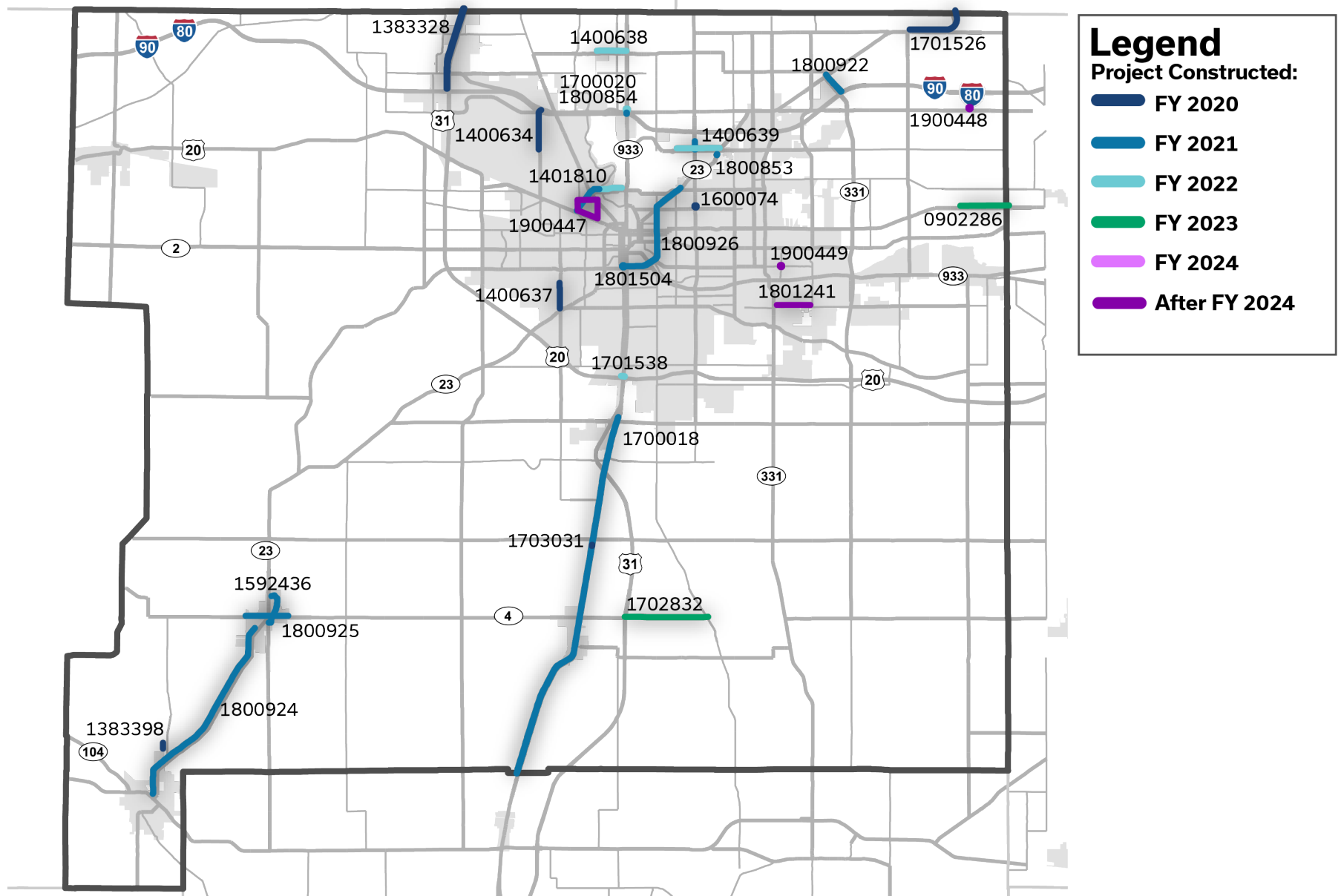
State Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
1800928	SR 331, From US 30 to SR 106 (S JCT)	HMA Overlay, Preventive Maintenance	STBG	PE	\$93,208	\$23,302	\$116,510	\$5,008,028	2021
1800928	SR 331, From US 30 to SR 106 (S JCT)	HMA Overlay, Preventive Maintenance	STBG	CN	\$3,913,214	\$978,304	\$4,891,518	\$5,008,028	2021
1600359	From 3.33 mi E of SR 23 (Union Rd) to SR 17	HMA Overlay, Preventative Maintenance	NHS	CN	\$3,221,713	\$805,428	\$4,027,141	\$4,327,141	2021
1600359	From 3.33 mi E of SR 23 (Union Rd) to SR 17	HMA Overlay, Preventative Maintenance	NHS	CE	\$240,000	\$60,000	\$300,000	\$4,327,141	2021
1701528	US 30, from SR 17 to SR 19	HMA Overlay, Preventative Maintenance	NHPP	CN	\$4,692,596	\$1,173,151	\$5,865,747	\$5,994,506	2022
1802051	US 31 @ SR 10	New Interchange Construction	NHPP	PE	\$2,800,000	\$700,000	\$3,500,000	\$32,975,670	2020 2022
1802051	US 31 @ SR 10	New Interchange Construction	NHPP	RW	\$400,000	\$100,000	\$500,000	\$32,975,670	2022
1802051	US 31 @ SR 10	New Interchange Construction	NHPP	CN	\$23,180,536	\$5,795,134	\$28,975,670	\$32,975,670	2023
1400118	US 6, from US 31 to W. Jct of SR 106	HMA Overlay, Preventative Maintenance	NHS	CN	\$2,430,398	\$607,599	\$3,037,997	\$3,237,997	2020
1400118	US 6, from US 31 to W. Jct of SR 106	HMA Overlay, Preventative Maintenance	NHS	CE	\$160,000	\$40,000	\$200,000	\$3,237,997	2020
1700073	US 6 over East Branch Bunch Ditch, .12 mi E SR 106	Replace Superstructure	NHS	CN	\$922,365	\$230,591	\$1,152,956	\$1,152,956	2020

TRANSPORTATION IMPROVEMENT PROGRAM

State Sponsored Projects									
DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
1900554	Statewide HELPERS Program	Other Type Project (Miscellaneous)	HSIP	PE	\$1,039,144	\$115,460	\$1,154,604		2020
1901515	Various Terminal Joints throughout the LaPorte District	Asphalt Patching	NHS	CN	\$4,980,134	\$1,245,034	\$6,225,168		2020

St. Joseph County Project Listings



TRANSPORTATION IMPROVEMENT PROGRAM

Locally Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
City of Mishawaka									
1900449	Mishawaka Riverwalk Cedar St Bridge	Bike/Pedestrian Facilities	STBG	CN	\$3,500,000	\$875,000	\$4,375,000	\$4,375,000	2024
Town of North Liberty									
1592436	Stellar Trail - Stellar Community	Bike/Pedestrian Facilities	TAP	RW	\$346,640	\$86,660	\$433,300	\$4,711,400	2020
1592436	Stellar Trail - Stellar Community	Bike/Pedestrian Facilities	TAP	CN	\$764,160	\$191,040	\$955,200	\$4,711,400	2021
City of South Bend									
1400634	Bendix Dr from Lathrop St to the I-80 bridge (Nimtz Pkwy)	Road Reconstruction	STBG	CN	\$2,800,000	\$700,000	\$3,500,000	\$8,588,125	2020
1400637	Olive St from Prairie Ave (SR 23) to RR south of Tucker Dr	Road Reconstruction (3R/4R Standards)	STBG	CN	\$2,000,000	\$500,000	\$2,500,000	\$3,716,000	2020
1401810	Coal Line Trail (Phase I) from Lincolnway W to Riverside Dr	Bike/Pedestrian Facilities	CMAQ	CN	\$1,440,000	\$360,000	\$1,800,000	\$1,435,000	2021
1401811	Coal Line Trail (Phase II) from Riverside Dr to Angela Blvd	Bike/Pedestrian Facilities	CMAQ	CN	\$2,504,000	\$626,000	\$3,130,000	\$2,274,000	2022
1600074	Corby Blvd/ Ironwood Dr/ Rockne Dr	Intersection Improvement	STBG	CN	\$2,435,000	\$608,750	\$3,043,750	\$4,351,575	2020
1801240	School Zone Flashing Beacons	Traffic Signals, New or Modernized	HSIP	CN	\$600,000	\$150,000	\$750,000	\$750,000	2022
1900447	Mussel Primary-Holy Cross School Area SRTS	Bike/Pedestrian Facilities	STBG	PE	\$152,000	\$38,000	\$190,000	\$195,000	2023
1900447	Mussel Primary - Holy Cross School Area SRTS	Bike/Pedestrian Facilities	STBG	CN	\$1,500,000	\$375,000	\$1,875,000	\$1,875,000	2024

Locally Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
St. Joseph County									
902286	McKinley Hwy reconstruction/ added travel lanes from Birch to Ash Rd	Road Reconstruction (3R/4R Standards)	STBG	CN	\$7,352,000	\$2,803,313	\$10,155,313	\$11,662,585	2023
1383398	Bridge No. 62 carrying Walnut Rd over Yellow Bank Creek	Bridge Replacement, Other Construction	Bridge	CN	\$721,000	\$180,250	\$901,250	\$1,169,800	2020
1400638	Auten Rd Multi-Use Path from SR 933 to Laurel Rd	Bike/Pedestrian Facilities	TAP	RW	\$48,264	\$12,066	\$60,330	\$915,017	2021
1400638	Auten Rd Multi-Use Path from SR 933 to Laurel Rd	Bike/Pedestrian Facilities	TAP	CN	\$667,000	\$166,750	\$833,750	\$915,017	2022
1400639	Douglas Rd at Ironwood Rd	Added Travel Lanes	STBG	CN	\$6,930,000	\$1,740,000	\$8,670,000	\$20,661,804	2021
1702152	Bridge 191 on Douglas Road over Juday Creek	Bridge Replacement	STBG	CN	\$990,000	\$247,500	\$1,237,500	\$1,237,500	2021
1702153	Bridge 192 on Ironwood Road over Juday Creek	Bridge Replacement	STBG	CN	\$1,080,000	\$270,000	\$1,350,000	\$1,350,000	2021
1900306	Douglas from Ivy to SR 23 Corridor	Added Travel Lanes	STBG	CN	\$3,700,000	\$925,000	\$4,625,000	\$20,661,804	2022
1592165	Bridge Inspections 2016-2019 Cycle Years	Bridge Inspections	Bridge	PE	\$136,972	\$34,243	\$171,215	\$342,210	2020
1593056	Countywide Bridge Inspections and Inventory program for Cycle Years 2020 - 2023 in St. Joseph County	Bridge Inspections	Bridge	PE	\$618,035	\$154,509	\$772,544	\$772,544	2021 2022 2023 2024
1702832	Pierce Road from US 31 to Miami Hwy	Road Reconstruction, (3R/4R Standards)	STBG	PE	\$571,200	\$142,800	\$714,000	\$7,226,000	2020 2021

TRANSPORTATION IMPROVEMENT PROGRAM

Locally Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
1702832	Pierce Road from US 31 to Miami Hwy	Road Reconstruction, (3R/4R Standards)	STBG	RW	\$348,800	\$87,200	\$436,000	\$7,226,000	2020 2021
1702832	Pierce Road from US 31 to Miami Hwy	Road Reconstruction, (3R/4R Standards)	STBG	CN	\$4,860,800	\$1,215,200	\$6,076,000	\$7,226,000	2023
1900448	Cleveland at Beech - Roundabout	Intersection Improvement	STBG	PE	\$252,000	\$63,000	\$315,000	\$1,875,000	2020
1900448	Cleveland at Beech - Roundabout	Intersection Improvement	STBG	RW	\$144,000	\$36,000	\$180,000	\$1,875,000	2023
1900448	Cleveland at Beech - Roundabout	Intersection Improvement	STBG	CN	\$1,500,000	\$375,000	\$1,875,000	\$1,875,000	2024
MACOG									
1801362	TMA Accident Inven 19/20 Correction/Planning	UPWP	HSIP		\$30,600	\$3,400	\$34,000		2020
1801362	Clean Air Campaign	UPWP	CMAQ		\$50,000	\$12,500	\$62,500		2020

State Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
Indiana Department of Transportation									
1383328	US 31, From I-80 Toll Road to the Michigan State Line	HMA Overlay, Functional	NHPP	PE	\$200,000	\$50,000	\$250,000	\$3,923,010	2020
1383328	US 31, From I-80 Toll Road to the Michigan State Line	HMA Overlay, Functional	NHPP	CN	\$2,738,408	\$684,602	\$3,423,010	\$3,923,010	2020
1383328	US 31, From I-80 Toll Road to the Michigan State Line	HMA Overlay, Functional	NHPP	CE	\$200,000	\$50,000	\$250,000	\$3,923,010	2020
1700018	SR 931, From 4.4 mi S of SR4 (St Joe County Line) to 4.4 mi N of SR4 (South Bend Corp Limit)	HMA Overlay, Minor Structural	STBG	PE	\$128,000	\$32,000	\$160,000	\$9,829,908	2020
1700018	From 4.4 mi S of SR4 (St Joe County Line) to 4.4 mi N of SR4 (South Bend Corp Limit)	HMA Overlay, Minor Structural	STBG	CN	\$7,735,926	\$1,933,982	\$9,669,908	\$9,829,908	2021
1700020	Intersection of SR 933 and Cleveland Rd, 4.0 mi N of SR 23	Intersection Improvement, W/ Added Turn Lanes	NHPP	PE	\$35,792	\$8,948	\$44,740	\$372,047	2021
1700020	Intersection of SR 933 and Cleveland Rd, 4.0 mi N of SR 23	Intersection Improvement, W/ Added Turn Lanes	NHPP	RW	\$28,000	\$7,000	\$35,000	\$372,047	2021
1700020	Intersection of SR 933 and Cleveland Rd, 4.0 mi N of SR 23	Intersection Improvement, W/ Added Turn Lanes	NHPP	CN	\$253,638	\$63,409	\$317,047	\$372,047	2021 2022
1700709	ADA Curb Ramps Along SR 23 in South Bend	Construct ADA Approved Sidewalk	NHPP	CN	\$210,576	\$52,644	\$263,220	\$263,220	2020
1701526	From Bittersweet to Michigan St Line	HMA Overlay, Preventive Maintenance	STBG	CN	\$478,213	\$119,553	\$597,766	\$597,766	2020

TRANSPORTATION IMPROVEMENT PROGRAM

State Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
1701538	US 20 over US 31, 2.75 Miles E of SR 23	Bridge Replacement, Steel	NHPP	RW	\$140,000	\$35,000	\$175,000	\$7,608,071	2021
1701538	US 20 over US 31, 2.75 Miles E of SR 23	Bridge Replacement, Steel	NHPP	CN	\$5,946,457	\$1,486,614	\$7,433,071	\$7,608,071	2022
1800853	SR 23 at Juday Creek, 0.9 mi S of I-80/90	Replace Superstructure	STBG	RW	\$50,400	\$12,600	\$63,000	\$2,002,705	2020
1800853	SR 23 at Juday Creek, 0.9 mi S of I-80/90	Replace Superstructure	STBG	CN	\$1,551,764	\$387,941	\$1,939,705	\$2,002,705	2021
1800854	SR 933 at Juday Creek, 0.03 mi S fo I-80/90	Replace Superstructure	STBG	CN	\$873,223	\$218,306	\$1,091,529	\$1,091,529	2021
1800922	SR 331, From I-80/90 (Toll Road) to SR 23	HMA Overlay, Preventive Maintenance	STBG	PE	\$58,635	\$14,659	\$73,294	\$586,639	2020
1800923	SR 331, From I-80/90 (Toll Road) to SR 23	HMA Overlay, Preventive Maintenance	STBG	CN	\$410,676	\$102,669	\$513,345	\$586,639	2021
1800924	SR 23, From 0.15 mi N of US 6 (Tyler St) to 0.42 mi S of SR 4 (Pine St)	HMA Overlay, Preventive Maintenance	STBG	PE	\$142,523	\$35,631	\$178,154	\$1,541,960	2020
1800924	SR 23, From 0.15 mi N of US 6 (Tyler St) to 0.42 mi S of SR 4 (Pine St)	HMA Overlay, Preventive Maintenance	STBG	CN	\$1,091,045	\$272,761	\$1,363,806	\$1,541,960	2021
1800925	SR 4, From 0.48 mi W of SR 23 (North Liberty WCL) to 0.34 mi E of SR 23 (North Liberty ECL)	HMA Overlay, Preventive Maintenance	STBG	RW	\$8,000	\$2,000	\$10,000	\$497,909	2020
1800925	SR 4, From 0.48 mi W of SR 23 (North Liberty WCL) to 0.34 mi E of SR 23 (North Liberty ECL)	HMA Overlay, Preventive Maintenance	STBG	CN	\$390,327	\$97,582	\$487,909	\$497,909	2021

State Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
1800926	SR 23, From the S JCT of SR 933 (Michigan St) to 2.31 mi N of the N JCT of SR 933 (Edison Rd)	HMA Overlay, Preventive Maintenance	STBG	RW	\$42,400	\$10,600	\$53,000	\$1,214,667	2020
1800926	SR 23, From the S JCT of SR 933 (Michigan St) to 2.31 mi N of the N JCT of SR 933 (Edison Rd)	HMA Overlay, Preventive Maintenance	STBG	CN	\$929,334	\$232,333	\$1,161,667	\$1,214,667	2021
1801504	SR 23, From 0.11 mi W of SR 933 (Main St) through SR 933 (Main St) intersection	Intersection Improvement, with Added Turn Lanes	STBG	CN	\$145,015	\$36,254	\$181,269	\$161,269	2020 2021
1801683	SR 23 & SR 331 are the Main Corridors. Additional locations: US 20, US 31, SR 933 & US6. 37 Signals	Traffic Signal Visibility Improvemnets	Multiple	PE	\$40,960	\$10,240	\$51,200	\$691,200	2020
1801683	SR 23 & SR 331 are the Main Corridors. Additional locations: US 20, US 31, SR 933 & US6. 37 Signals	Traffic Signal Visibility Improvemnets	Multiple	CN	\$512,000	\$128,000	\$640,000	\$691,200	2021
1900554	Statewide HELPERS Program	Other Type Project (Miscellaneous)	HSIP	PE	\$1,039,144	\$115,460	\$1,154,604		2020
1901515	Various Terminal Joints throughout the LaPorte District	Asphalt Patching	NHS	CN	\$4,980,134	\$1,245,034	\$6,225,168		2020

INDOT Ft. Wayne District Grouped Projects

INDOT Ft. Wayne District: Summary of Grouped Projects

Work Type	Phase	Federal	Match	Total
Bridge, Culvert and Small Structure Preservation	ALL	\$12,127,942	\$2,794,292	\$14,922,234
Signing, Marking, Striping and Rumble Strips	ALL	\$-	\$-	\$-
Traffic Signal System and Lighting Improvements	ALL	\$2,818,259	\$704,565	\$3,522,824
Median Guardrail/Cable Projects with no Change to Access	ALL	\$-	\$-	\$-
Rail Crossing Protection	ALL	\$601,200	\$105,300	\$706,500

Grouped Projects

Federal Regulations permit projects that are not considered to be of appropriate scale for individual listing to be combined or grouped under a single listing. Such listings are grouped by function, work type, or geographical area and must be consistent with the exempt project classification contained in EPA's Transportation Conformity Regulations (40 CFR part 93). Individual projects from the grouped project categories will be incorporated into the TIP by Administrative Modification as they are defined (in terms of project description, scope and cost) and approved.

Grouped project categories utilized by MACOG are shown above. The lists were developed cooperatively with the MPO Council, INDOT and FHWA. By listing these project types in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be added to the TIP in the future via streamlined procedures. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint, or a conformity determination (if applicable).

TRANSPORTATION IMPROVEMENT PROGRAM

INDOT Ft. Wayne District: Elkhart County Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
Bridge, Culvert and Small Structure Preservation								
1383522	SR 19, Over Branch Baugo Creek, 0.22 Miles North of US 20 Bypass	Pipe Lining	NHPP	CN	\$110,823	\$27,706	\$138,529	2020
1383607	SR 13, Branch of Rock Run Creek, 2.11 Miles South of SR 4	Pipe Lining	STBG	CN	\$38,362	\$9,590	\$47,952	2020
1383621	SR 13, Anna Ulrey Ditch, 7.38 miles N of US 33	Small Structure Replacement	STBG	PE	\$63,920	\$15,980	\$79,900	2021
1383621	SR 13, Anna Ulrey Ditch, 7.38 miles N of US 33	Small Structure Replacement	STBG	RW	\$24,000	\$6,000	\$30,000	2020
1383621	SR 13, Anna Ulrey Ditch, 7.38 miles N of US 33	Small Structure Replacement	STBG	CN	\$677,228	\$169,307	\$846,535	2021
1701350	US 20 EB/WB, WB Ramp, 2.74 Miles East of US 33	Bridge Deck Overlay	NHPP	CN	\$1,452,190	\$161,354	\$1,613,544	2020
1701356	US 33, Bridge over Yellow Creek, 0.66 Miles South of US 20	Bridge Deck Overlay	NHPP	CN	\$876,383	\$219,096	\$1,095,479	2020
1600415	SR 120, Carries Sheep Creek, 3.10 miles W of SR 15	Small Structure Replacement	STBG	RW	\$40,000	\$10,000	\$50,000	2020 2021
1600415	SR 120, Carries Sheep Creek, 3.10 miles W of SR 15	Small Structure Replacement	STBG	CN	\$290,392	\$72,598	\$362,990	2021
1801148	SR 15, Over NS RR/Rock Creek, 0.10 Miles North of US 33	Repair Or Replace Joints	NHPP	CN	\$63,324	\$15,831	\$79,155	2020
1801156	CR 22 over US 20 EB/WB, 0.58 Miles West of SR 19	Repair Or Replace Joints	NHPP	CN	\$29,620	\$7,405	\$37,025	2020
1801159	CR 115 over US 20, 1.47 Miles East of US 33	Repair Or Replace Joints	NHPP	CN	\$29,620	\$7,405	\$37,025	2020

INDOT Ft. Wayne District: Elkhart County Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
1801160	CR 18 over US 20 EB/WB, 2.06 Miles East of US 33	Repair Or Replace Joints	NHPP	CN	\$35,884	\$8,971	\$44,855	2020
1801147	SR 15 Over Whitehead Ditch, 2.80 Miles North of US 6	Channel Clearing And Protection	STBG	CN	\$63,408	\$15,852	\$79,260	2020
1801154	US 20, Over Baugo Creek, 0.81 Miles West of SR 19, EB	Scour Protection (Erosion)	NHPP	CN	\$76,160	\$19,040	\$95,200	2020
1801158	US 20, Over Baugo Creek, 0.81 Miles West of SR 19, WB	Scour Protection (Erosion)	NHPP	CN	\$131,160	\$32,790	\$163,950	2020
1800593	Bridge Painting, Bridge for CR 1 over US 20, 2.16 Miles West of SR 19, RP 88+18	Bridge Painting	NHPP	CN	\$326,068	\$81,517	\$407,585	2021
1800608	US 33, Bridge Deck Overlay, Bridge Over Dry Run, 1.18 Miles North of SR 13, RP 76+90	Bridge Deck Overlay	NHPP	CN	\$346,440	\$86,610	\$433,050	2021
1800612	SR 120, Bridge Thin Deck Overlay, Bridge Over Little Elkhart River, 1.04 Miles East of SR 15, RP 9+41	Bridge Thin Deck Overlay	STBG	CN	\$83,036	\$20,759	\$103,795	2021
1800616	SR 6, Bridge Deck Overlay, Bridge Over Turkey Creek, 1.01 Miles West of SR 15, RP 93+40	Bridge Deck Overlay	STBG	CN	\$712,752	\$178,188	\$890,940	2021
1800617	SR 15, Bridge Over Little Elkhart River, 0.11 Miles North of SR 120 East Jct., RP 91+66	Bridge Deck Overlay	STBG	CN	\$495,860	\$123,965	\$619,825	2021
1800618	SR 13, Bridge Over Elkhart River, 4.09 Miles North of US 33, RP 120+58	Bridge Thin Deck Overlay	STBG	CN	\$215,224	\$53,806	\$269,030	2021
1800612	SR 120, Bridge over Little Elkhart River, 1.04 Miles E of SR 15	Bridge Thin Deck Overlay	STBG	RW	\$40,000	\$10,000	\$50,000	2020 2021
1800612	SR 120, Bridge over Little Elkhart River, 1.04 Miles E of SR 15	Bridge Thin Deck Overlay	STBG	CN	\$405,428	\$101,357	\$506,785	2021
1800616	US 6, Bridge over Turkey Creek, 1.01 Miles W of SR 15	Bridge Deck Overlay	STBG	CN	\$1,094,637	\$237,659	\$1,332,296	2021

TRANSPORTATION IMPROVEMENT PROGRAM

INDOT Ft. Wayne District: Elkhart County Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
1801158	US 20, Bridge over Baugo Creek, 0.81 Miles E of SR 19, West Bound	Scour Protection (erosion)	NHPP	CN	\$405,653	\$101,413	\$507,066	2020
1802025	US 20, Bridge over Hiltop Pond, 4.28 Miles E of SR 15	Small Structure Replacement	STBG	CN	\$160,000	\$40,000	\$200,000	2022
1800612	SR 120, Bridge over Little Elkhart River, 1.04 Miles E of SR 15	Bridge Thin Deck Overlay	STBG	RW	\$40,000	\$10,000	\$50,000	2020 2021
1800612	SR 120, Bridge over Little Elkhart River, 1.04 Miles E of SR 15	Bridge Thin Deck Overlay	STBG	CN	\$405,428	\$101,357	\$506,785	2021
1800616	US 6, Bridge over Turkey Creek, 1.01 Miles W of SR 15	Bridge Deck Overlay	STBG	CN	\$1,094,637	\$237,659	\$1,332,296	2021
1801151	Bridge carries SR 15 over Lones Ditch, 0.25 Miles S of US 30	Repair or Replace Joints	NHPP	CN	\$271,046	\$67,762	\$338,808	2020
1801158	US 20, Bridge over Baugo Creek, 0.81 Miles E of SR 19, West Bound	Scour Protection (erosion)	NHPP	CN	\$405,653	\$101,413	\$507,066	2020
1802025	US 20, Bridge over Hiltop Pond, 4.28 Miles E of SR 15	Small Structure Replacement	STBG	CN	\$160,000	\$40,000	\$200,000	2022
Traffic Signal System and Lighting Improvements								
1700320	VA VARI, FY 2020, Various Locations within the Fort Wayne District.	Traffic Signals Modernization	STBG	CN	\$1,315,228	\$328,807	\$1,644,035	2020
1800942	VA VARI Various Locations within the Fort Wayne District	Traffic Signals Modernization	STBG	CN	\$1,503,031	\$375,758	\$1,878,789	2020
Rail Crossing Protection								
1801265	Beaver Lane at NS RR DOT # 510019A in Goshen	Railroad Protection	HSIP	CN	\$324,000	\$36,000	\$360,000	2020
1900391	Madison St at NS RR DOT 510039L in Goshen	Railroad Protection	STBG	CN	\$277,200	\$69,300	\$346,500	2020

INDOT Ft. Wayne District: Kosciusko County Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
Bridge, Culvert and Small Structure Preservation								
1383626	SR 14, 0.10 Miles W of SR 15, Carries Branch of Silver Creek	Small Structure Replacement	STBG	RW	\$155,528	\$38,882	\$194,410	2020 2021
1383627	SR 15, Over Heisler Ditch, 7.58 miles N of SR 14	Small Structure Replacement	NHPP	PE	\$32,000	\$8,000	\$40,000	2021
1383627	SR 15, Over Heisler Ditch, 7.58 miles N of SR 14	Small Structure Replacement	NHPP	RW	\$28,000	\$7,000	\$35,000	2020
1383627	SR 15, Over Heisler Ditch, 7.58 miles N of SR 14	Small Structure Replacement	NHPP	CN	\$1,058,626	\$264,657	\$1,323,283	2021
1600414	SR 15, Over Lones Ditch, 0.05 miles N of US 30, RP 58+72	Small Structure Pipe Lining	NHPP	CN	\$271,281	\$67,820	\$339,101	2021
1600414	SR 15, Over Lones Ditch, 0.05 miles N of US 30, RP 58+72	Small Structure Pipe Lining	NHPP	RW	\$14,000	\$3,500	\$17,500	2020
1383525	SR 19, 5.72 miles NO of SR 14, Carries Little Yellow Creek	Pipe Lining	STBG	RW	\$16,000	\$4,000	\$20,000	2020
1383525	SR 19, 5.72 miles NO of SR 14, Carries Little Yellow Creek	Pipe Lining	STBG	CN	\$168,050	\$42,012	\$210,062	2022
1601969	SR 13, 2.88 miles S of US 6, UNT of Skinner Ditch	Pipe Lining	STBG	RW	\$8,000	\$2,000	\$10,000	2021
1601969	SR 13, 2.88 miles S of US 6, UNT of Skinner Ditch	Pipe Lining	STBG	RW	\$238,405	\$59,601	\$298,006	2022
1701383	SR 14, Carrying Joseph Metzger Ditch, 4.00 Miles E of SR 15	Small Structure Replacement	STBG	RW	\$12,000	\$3,000	\$15,000	2020
1701383	SR 14, Carrying Joseph Metzger Ditch, 4.00 Miles E of SR 15	Small Structure Replacement	STBG	CN	\$377,947	\$94,487	\$472,434	2022

TRANSPORTATION IMPROVEMENT PROGRAM

INDOT Ft. Wayne District: Kosciusko County Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
1800015	Bridge carries SR 13 over Tennant Ditch, 5.67 Miles N of SR 14	Small Structure Replacement	STBG	RW	\$16,000	\$4,000	\$20,000	2022
1800015	Bridge carries SR 13 over Tennant Ditch, 5.67 Miles N of SR 14	Small Structure Replacement	STBG	CN	\$1,110,131	\$277,533	\$1,387,664	2023
1801109	SR 19, Over Hepler Ditch, 10.81 Miles North of US 30	Small Structure Maint and Repair	STBG	CN	\$37,992	\$9,498	\$47,490	2020
1801152	SR 15, Over Ring Ditch, 5.60 Miles North of SR 14	Channel Clearing And Protection	STBG	CN	\$25,364	\$6,341	\$31,705	2020
1801151	Bridge carries SR 15 over Lones Ditch, 0.25 Miles S of US 30	Repair or Replace Joints	NHPP	CN	\$271,046	\$67,762	\$338,808	2020
Traffic Signal System and Lighting Improvements								
1700320	VA VARI, FY 2020, Various Locations within the Fort Wayne District.	Traffic Signals Modernization	STBG	CN	\$1,315,228	\$328,807	\$1,644,035	2020
1800942	VA VARI Various Locations within the Fort Wayne District	Traffic Signals Modernization	STBG	CN	\$1,503,031	\$375,758	\$1,878,789	2020

INDOT LaPorte District Grouped Projects

INDOT LaPorte District: Summary of Grouped Projects				
Work Type	Phase	Federal	Match	Total
Bridge, Culvert and Small Structure Preservation	ALL	\$46,047,410	\$11,594,455	\$57,641,865
Signing, Marking, Striping and Rumble Strips	ALL	\$1,120,000	\$60,000	\$1,180,000
Traffic Signal System and Lighting Improvements	ALL	\$552,960	\$138,240	\$691,200
Median Guardrail/Cable Projects with no Change to Access	ALL	\$-	\$-	\$-
Rail Crossing Protection	ALL	\$-	\$-	\$-

Grouped Projects

Federal Regulations permit projects that are not considered to be of appropriate scale for individual listing to be combined or grouped under a single listing. Such listings are grouped by function, work type, or geographical area and must be consistent with the exempt project classification contained in EPA's Transportation Conformity Regulations (40 CFR part 93). Individual projects from the grouped project categories will be incorporated into the TIP by Administrative Modification as they are defined (in terms of project description, scope and cost) and approved.

Grouped project categories utilized by MACOG are shown above. The lists were developed cooperatively with the MPO Council, INDOT and FHWA. By listing these project types in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be added to the TIP in the future via streamlined procedures. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint, or a conformity determination (if applicable).

TRANSPORTATION IMPROVEMENT PROGRAM

INDOT LaPorte District: Marshall County Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
Bridge, Culvert and Small Structure Preservation								
1296369	SR 331 Bridge over Tippecanoe River, 1.83 miles S. of SR 10	Bridge Painting	Bridge Construction	CN	\$489,630	\$122,407	\$612,037	2020
1373727	US 6, Bridge over SR-331, 1.74 mi W of SR 106	Bridge Deck Overlay	Bridge	CN	\$1,108,000	\$277,000	\$1,385,000	2020
1383730	SR 331 Bridge over Tippecanoe, 1.83 mi S of SR 10	Bridge Deck Overlay	Bridge	PE	\$840,101	\$210,025	\$1,050,126	2020
1383730	SR 331 Bridge over Tippecanoe, 1.83 mi S of SR 10	Bridge Deck Overlay	Bridge	CN	\$880,000	\$220,000	\$1,100,000	2020
1700303	US 31 NBL over Yellow River, 0.88 Mi N of US 30	Bridge Painting	Bridge	CN	\$287,442	\$71,861	\$359,303	2020
1700304	US 31 SBL over Yellow River, .88 Mi N of US 30	Bridge Painting	Bridge	CN	\$287,442	\$71,861	\$359,303	2020
1700331	US 31, 3.0 Mi N of SR 110	Small Structure Pipe Lining	Bridge	CN	\$521,665	\$130,416	\$652,081	2020
1700364	SR 331, over US 30	Bridge Painting	Bridge	CN	\$346,670	\$86,667	\$433,337	2020
1700365	SR 331, over US 30	Bridge Deck Overlay	STPBG	PE	\$76,800	\$19,200	\$96,000	2020
1700365	SR 331, over US 30	Bridge Deck Overlay	Bridge	CN	\$567,909	\$141,977	\$709,886	2020
1700373	US 30, 0.20 Miles E of SR 331	Small Structure Pipe Lining	STPBG	CN	\$195,242	\$48,810	\$244,052	2020
1700380	SR 106 Over Yellow River, 1.79mi E of US 6	Bridge Deck Overlay	Bridge	CN	\$236,436	\$59,109	\$295,545	2020
1701105	US 6 At -SR 331, 1.74 mi W of SR 106	Bridge Painting	Bridge	CN	\$419,428	\$104,857	\$524,285	2021
1702081	SR 110, 0.78 Miles E of SR 17	Small Structure Pipe Lining	Bridge	CN	\$45,490	\$11,372	\$56,862	2022
1703019	US 30 0.47 mi E of SR 331	Small Structure Pipe Lining	Bridge	PE	\$16,704	\$4,176	\$20,880	2020
1703019	US 30 0.47 mi E of SR 331	Small Structure Pipe Lining	Bridge	RW	\$8,000	\$2,000	\$10,000	2022

INDOT LaPorte District: Marshall County Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
1703019	US 30, 0.47 mi E of SR 331	Small Structure Pipe Lining	Bridge	CN	\$158,446	\$39,611	\$198,057	2023
1703022	US 30, Under CR 12B Rd	Small Structure Pipe Lining	Bridge	PE	\$9,600	\$24,000	\$33,600	2020
1703022	US 30, Under CR 12B Rd	Small Structure Pipe Lining	Bridge	RW	\$8,000	\$2,000	\$10,000	2022
1703022	US 30, Under CR 12B Rd	Small Structure Pipe Lining	Bridge	CN	\$56,458	\$14,114	\$70,572	2023
1703028	US 30, 2.87 mi E of SR 331	Small Structure Pipe Lining	Bridge	PE	\$40,512	\$10,128	\$50,640	2020
1703028	US 30, 2.87 mi E of SR 331	Small Structure Pipe Lining	Bridge	RW	\$8,000	\$2,000	\$10,000	2022
1703028	US 30, 2.87 mi E of SR 331	Small Structure Pipe Lining	Bridge	CN	\$384,227	\$96,057	\$480,284	2023
1703029	US 30, 4.07 mi E of SR 331	Small Structure Pipe Lining	Bridge	PE	\$36,672	\$9,168	\$45,840	2020
1703029	US 30, 4.07 mi E of SR 331	Small Structure Pipe Lining	Bridge	RW	\$8,000	\$2,000	\$10,000	2022
1703029	US 30, 4.07 mi E of SR 331	Small Structure Pipe Lining	Bridge	CN	\$347,807	\$86,952	\$434,759	2023
1703032	US 30, 3.90 mi W of US 31	Small Structure Replacement	Bridge	PE	\$43,200	\$10,800	\$54,000	2020
1800207	1US 30, .05 mi E of SR 331	Small Structure Pipe Lining	Bridge	PE	\$11,712	\$2,928	\$14,640	2020
1800207	US 30, 1.05 mi E of SR 331	Small Structure Pipe Lining	Bridge	RW	\$8,000	\$2,000	\$10,000	2022

TRANSPORTATION IMPROVEMENT PROGRAM

INDOT LaPorte District: Marshall County Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
1800207	US 30, 1.05 mi E of SR 331	Small Structure Pipe Lining	Bridge	CN	\$111,070	\$27,768	\$138,838	2023
1800671	US 31, NB at N&S RR, 0.26mi S of SR 10	Bridge Painting	Bridge	CN	\$443,170	\$110,793	\$553,963	2020 2021
1800679	US 31, SB at N&S RR, 0.26mi S of SR 10	Bridge Painting	Bridge	CN	\$443,170	\$110,793	\$553,963	2020 2021
1800698	US 31, NB at CSX RR, 0.63mi N of US 6	Bridge Deck Thin Overlay	Bridge	PE	\$31,922	\$7,981	\$39,903	2021
1800698	US 31 NB@.-CSX RAILROAD, 0.63mi N of US 6	Bridge Deck Thin Overlay	Bridge	CN	\$178,224	\$44,556	\$222,780	2021
1800699	US 31 SB@.-CSX RAILROAD, 0.63mi N of US 6	Bridge Deck Thin Overlay	Bridge	CN	\$178,224	\$44,556	\$222,780	2021
1800700	US 31 NB@.-US 6, 6.76mi N of US 30	Bridge Deck Thin Overlay	Bridge	CN	\$193,789	\$48,447	\$242,236	2021
1800701	US 31 SB@.-US 6, 6.76mi N of US 30	Bridge Deck Thin Overlay	Bridge	CN	\$193,789	\$48,447	\$242,236	2021
1800702	US 31 NB@.-LEHMAN DITCH, 0.77mi N of US 6	Bridge Deck Thin Overlay	Bridge	CN	\$214,703	\$53,676	\$268,379	2021
1800703	US 31 SB@.-LEHMAN DITCH, 0.77mi N of US 6	Bridge Deck Thin Overlay	Bridge	CN	\$206,115	\$51,529	\$257,644	2021
1800788	US 31 NB@.-US 30 EB/WB, 7.83mi N of SR 10	Bridge Thin Deck Overlay	Bridge	CN	\$241,588	\$60,397	\$301,985	2021
1800789	US 31 SB@.-US 30 EB/WB, 7.83mi N of SR 10	Bridge Thin Deck Overlay	Bridge	CN	\$241,588	\$60,397	\$301,985	2021
1800819	US 31 NB@.-WEST 3A ROAD, 1.30mi S of US 6	Bridge Deck Thin Overlay	Bridge	CN	\$143,608	\$35,902	\$179,510	2021

INDOT LaPorte District: Marshall County Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
1800820	US 31 SB@.-WEST 3A ROAD, 1.30mi S of US 6	Bridge Deck Thin Overlay	Bridge	CN	\$143,608	\$35,902	\$179,510	2021
1800821	US 31 NB@.-ELMER SELTENRIGHT DITCH, 0.90mi S of US 6	Bridge Deck Thin Overlay	Bridge	CN	\$154,887	\$38,722	\$193,609	2021
1800822	US 31 SB@.-ELMER SELTENRIGHT DITCH, 0.90mi S of US 6	Bridge Deck Thin Overlay	Bridge	CN	\$147,486	\$36,872	\$184,358	2021
1800823	US 31 7TH ROAD@.-US 31 NB/SB, 2.0mi N of US 30	Bridge Deck Thin Overlay	Bridge	CN	\$283,218	\$70,805	\$354,023	2021
1800825	US 31 NB@.-BAKER DITCH, 3.05mi S of US 6	Bridge Deck Thin Overlay	Bridge	CN	\$145,900	\$36,475	\$182,375	2021
1800826	US 31 SB@.-BAKER DITCH, 3.05mi S of US 6	Bridge Deck Thin Overlay	Bridge	CN	\$145,900	\$36,475	\$182,375	2021
1800830	US 6, SB at SR 331, 1.74mi W of SR 106 (E Jct)	Bridge Deck Overlay	Bridge	CN	\$1,114,594	\$278,649	\$1,393,243	2021
1800831	US 31 NB@.-UNT ELMER SELTENRIGHT DITCH, 1.83mi S of US 6	Bridge Deck Thin Overlay	Bridge	CN	\$134,388	\$33,597	\$167,985	2021
1800831	NB at UNT ELMER SELTENRIGHT DITCH, 1.83mi S of US 6	Bridge Deck Thin Overlay	Bridge	CN	\$142,388	\$35,597	\$177,985	2020 2021
1800832	US 31 SB@.-UNT ELMER SELTENRIGHT DITCH, 1.83mi S of US 6	Bridge Deck Thin Overlay	Bridge	CN	\$134,388	\$33,597	\$167,985	2021
1800832	US 31 SB at UNT ELMER SELTENRIGHT DITCH, 1.83mi S of US 6	Bridge Deck Thin Overlay	Bridge	CN	\$142,388	\$35,597	\$177,985	2020 2021
1800839	US 30, EB at Yellow River, Farm Rd, 0.52mi W of US 31	Bridge Deck Overlay	Bridge	CN	\$537,996	\$134,499	\$672,495	2020 2021
1800839	US 30 EB@.-YELLOW RIVER, FARM RD, 0.52mi W of US 31	Bridge Deck Overlay	Bridge	CN	\$544,899	\$136,225	\$681,124	2021

TRANSPORTATION IMPROVEMENT PROGRAM

INDOT LaPorte District: Marshall County Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
1800840	US 30, WB at Yellow River, Farm Rd, 0.52mi W of US 31	Bridge Deck Overlay	Bridge	CN	\$537,996	\$134,499	\$672,495	2020 2021
1800840	US 30 WB@.-YELLOW RIVER, FARM RD, 0.52mi W of US 31	Bridge Deck Overlay	Bridge	CN	\$544,899	\$136,225	\$681,124	2021
1800869	SR 106 at Armeys Ditch, 0.07 mi E of SR 331	Bridge Deck Overlay	Bridge	CN	\$488,000	\$122,000	\$610,000	2021
1800872	SR 106, Over Middle Fork Yellow River, 4.25mi E of JCT SR 6	Small Structure Pipe Lining	Bridge	CN	\$78,894	\$19,723	\$98,617	2020
1801184	US 31, Tyler Rd at US 31 NB/SB, 1.90 mi N of US 6	Bridge Deck Thin Overlay	Bridge	CN	\$167,755	\$41,939	\$209,694	2020
1801185	US 31, CR W 4A at US 31 NB/SB, 2.51 mi S of US 6	Bridge Deck Thin Overlay	Bridge	CN	\$177,820	\$44,455	\$222,275	2020
Signing, Marking, Striping and Rumble Strips								
1801680	Raised Pavement Markings, Refurbished in various locations throughout the LaPorte District	Raised Pavement Markings, Refurbished	ST HSIP	VAR	\$540,000	\$60,000	\$600,000	2020
1801682	Raised Pavement Markings, Refurbished in various locations throughout the LaPorte District	Raised Pavement Markings, Refurbished	ST HSIP	VAR	\$580,000	\$-	\$580,000	2021
Traffic Signal System and Lighting Improvements								
1701598	VA VARI Signals on Various Routes Within the counties of Marshall, Pulaski and Cass	Traffic Signals Modernizations	Multiple	RW	\$24,000	\$6,000	\$30,000	2020
1701598	VA VARI Signals on Various Routes Within the counties of Marshall, Pulaski and Cass	Traffic Signals Modernizations	Multiple	CN	\$1,131,483	\$282,871	\$1,414,354	2021

INDOT LaPorte District: St. Joseph County Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
Bridge, Culvert and Small Structure Preservation								
1700292	US 20 Over Beech Rd, 5.1 mi E of SR 331	Bridge Painting	Bridge	CN	\$226,852	\$56,713	\$283,565	2020
1703032	US 6, 3.90 Miles W of US 31	Small Structure Replacement	Bridge	RW	\$8,000	\$2,000	\$10,000	2022
1703032	US 6, 3.90 Miles W of US 31	Small Structure Replacement	Bridge	CN	\$415,418	\$103,855	\$519,273	2022 2023
0170708	US 31 Muck Trestle - Peat Area "A", SB, 3.67mi S of SR 4	Bridge Thin Deck Overlay	Bridge	CN	\$131,034	\$32,758	\$163,792	2021
1401583	US 31, carried over Muck Trestle - Peat Area "A"; NB, 3 Miles S of SR 4	Bridge Deck Thin Overlay	NHPP	CN	\$163,893	\$40,973	\$204,866	2021
1401584	US 31 Muck Trestle - Peat Area "B"; SB, 2.8 mi S of SR 4	Bridge Deck Thin Overlay	NHPP	CN	\$122,552	\$30,638	\$153,190	2021
1592840	US 20, Over GT&W RR, Farm Rd, 1.4 Miles W of SR 23	Bridge Deck Overlay	NHPP	PE	\$592,000	\$148,000	\$740,000	2020
1592840	US 20, Over GT&W RR, Farm Rd, 1.4 Miles W of SR 23	Bridge Deck Overlay	NHPP	CN	\$7,261,096	\$1,840,274	\$9,101,370	2020
1592871	US 20, 1.1mi W of SR 23, Abandoned RR/Farm Rd, Bridge Deck Overlay and Painting	Bridge Deck Overlay	Bridge	PE	\$417,600	\$104,400	\$522,000	2020
1592871	US 20, 1.1mi W of SR 23, Abandoned RR/Farm Rd, Bridge Deck Overlay and Painting	Bridge Deck Overlay	Bridge	CN	\$2,376,730	\$594,182	\$2,970,912	2020
1592871	US 20, 1.1mi W of SR 23, Abandoned RR/Farm Rd, Bridge Deck Overlay and Painting	Bridge Deck Overlay	Bridge	CE	\$416,000	\$104,000	\$520,000	2020
1600370	US 20, Over Beech Rd, 5.1 mi E of SR 331	Bridge Deck Overlay	Bridge	PE	\$208,000	\$52,000	\$260,000	2020

TRANSPORTATION IMPROVEMENT PROGRAM

INDOT LaPorte District: St. Joseph County Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
1600370	US 20, Over Beech Rd, 5.1 mi E of SR 331	Bridge Deck Overlay	Bridge	CN	\$1,194,814	\$298,703	\$1,493,517	2020
1600391	US 31 NB at Peat Area "B", 3.86 mi S of SR 4	Repairs to Approach Slab	Bridge	CN	\$171,004	\$42,751	\$213,755	2021
1600392	US 31 SB at Peat Area "B", 3.86 mi S of SR 4	Repairs to Approach Slab	Bridge	CN	\$171,004	\$42,751	\$213,755	2021
1700032	US 20, 1.50mi W of SR 23	Small Structure Pipe Lining	Bridge	PE	\$60,128	\$15,032	\$75,160	2021
1700032	US 20, 1.50mi W of SR 23	Small Structure Pipe Lining	Bridge	RW	\$60,000	\$15,000	\$75,000	2021
1700032	US 20, 1.50mi W of SR 23	Small Structure Pipe Lining	Bridge	CN	\$236,633	\$59,158	\$295,791	2022
1700039	SR 23, 4.65mi S of US 31/20	Small Structure Replacement	Bridge	PE	\$154,014	\$38,504	\$192,518	2021
1700039	SR 23, 4.65mi S of US 31/20	Small Structure Replacement	Bridge	RW	\$80,000	\$20,000	\$100,000	2021
1700039	SR 23, 4.65mi S of US 31/20	Small Structure Replacement	Bridge	CN	\$672,376	\$168,094	\$840,470	2022
1700367	US 20, .5 mi E of SR 23	Small Structure Pipe Lining	Bridge	CN	\$111,066	\$27,767	\$138,833	2020
1700707	US 31 Muck Trestle - Peat Area "B", NB, 3.67mi S of SR 4	Bridge Thin Deck Overlay	Bridge	CN	\$125,030	\$31,258	\$156,288	2021
1701082	US 20 Over Clover Road, 1.25 mi E of SR 331	Repair or Replace Joints	Bridge	CN	\$346,262	\$86,565	\$432,827	2020
1701083	US 20 Over Clover Road, 1.25 mi E of SR 331	Substructure Repair and Rehabilitation	Bridge	CN	\$59,544	\$14,886	\$74,430	2020
1701317	SR 331, 5.48 Miles S of US 33	Small Structure Pipe Lining	Bridge	CN	\$102,730	\$25,682	\$128,412	2022
1701330	US 31, at end of interchange	Small Structure Pipe Lining	Bridge	CN	\$79,382	\$19,845	\$99,227	2022

INDOT LaPorte District: St. Joseph County Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
1701333	US 20, 0.90 Miles S of Jct SR 20	Small Structure Pipe Lining	Bridge	CN	\$109,266	\$27,317	\$136,583	2022
1701416	US 20, 1.30 Miles N of Jct of SR 23	Small Structure Pipe Lining	Bridge	CN	\$410,359	\$102,590	\$512,949	2022
1702600	US 20, 6.12 Miles E of US 31, US 20 EB/ SR 331 NB @ SR 331 (Elm/Capital) NB/SB	Bridge Deck Overlay	NHPP	CN	\$874,090	\$218,523	\$1,092,613	2021
1702601	WB at SR 331 (Elm/Capital) NB/SB, 6.12mi E of US 31	Bridge Deck Overlay	Bridge	CN	\$783,978	\$195,994	\$979,972	2021
1702602	WB on Ramp at SR 331 (Elm/Capital) NB/SB, 6.12mi E of US 31	Bridge Deck Overlay	Bridge	CN	\$705,580	\$176,395	\$881,975	2021
1702612	US 20/31 EB/WB at SR 2 EB?WB, 2.35mi E of US 31	Bridge Deck Overlay	Bridge	CN	\$903,827	\$225,957	\$1,129,784	2021
1800621	US 20., At Ironwood Road (& Ramps), 1.88mi E of US 31	Bridge Painting	Bridge	CN	\$1,583,119	\$395,780	\$1,978,899	2021
1800637	US 20, EB SR 331 NB at SR 331 (Elm/Capital) NB/SB, 6.12mi E of US 31	Bridge Painting	Bridge	CN	\$588,102	\$147,025	\$735,127	2021
1800638	US 20, WB at SR 331 (Elm/Capital) NB/SB, 6.12mi E of US 31	Bridge Painting	Bridge	CN	\$413,784	\$103,446	\$517,230	2021
1800780	US 20, WB on Ramp at SR 331 (Elm/Capital) NB/SB, 6.12mi E of US 31	Bridge Painting	Bridge	CN	\$599,215	\$149,804	\$749,019	2021
1800787	SR 23, At US 20/31 EB/WB, 3.07mi S of SR 933	Bridge Deck Thin Overlay	Bridge	CN	\$414,664	\$103,666	\$518,330	2021
1800796	US 31, NB at Main Street, 1.00mi S of US 20	Bridge Deck Thin Overlay	Bridge	CN	\$163,098	\$40,774	\$203,872	2021
1800797	US 31, SB at Main Street, 1.00mi S of US 20	Bridge Deck Thin Overlay	Bridge	CN	\$163,098	\$40,774	\$203,872	2021
1800798	US 31, NB NE Ramp at Main Street, 1.00mi S of US 20	Bridge Deck Thin Overlay	Bridge	CN	\$145,930	\$36,482	\$182,412	2021

TRANSPORTATION IMPROVEMENT PROGRAM

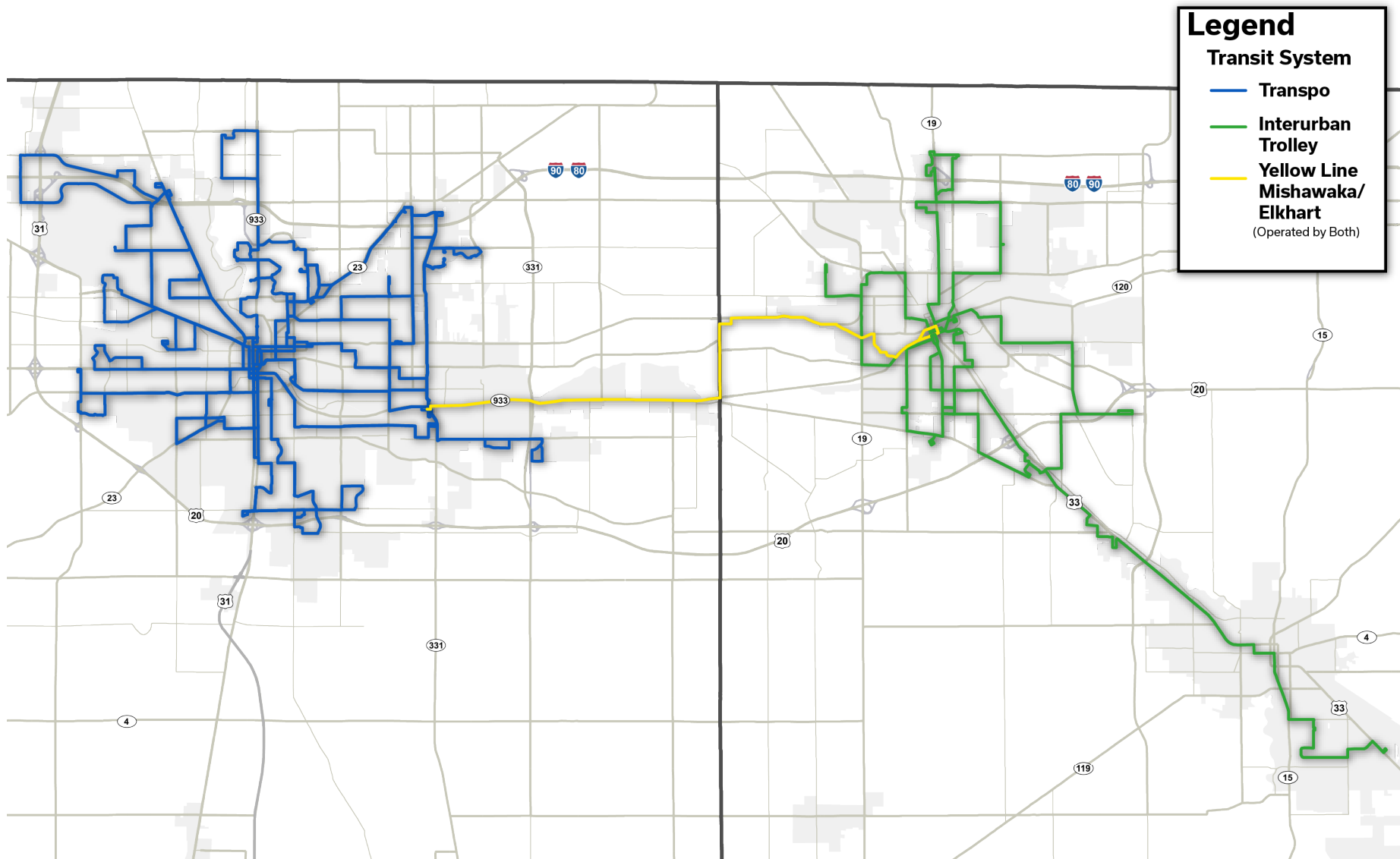
INDOT LaPorte District: St. Joseph County Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
1800799	US 31, SB NW Ramp at Main Street, 1.00mi S of US 20	Bridge Deck Thin Overlay	Bridge	CN	\$154,514	\$38,628	\$193,142	2021
1800800	US 31, NB/SB at Kern Road, 1.10mi S of US 20	Bridge Deck Thin Overlay	Bridge	CN	\$652,391	\$163,098	\$815,489	2021
1800829	US 31 KENILWORTH ROAD@.-US 31 NB/SB, 3.85mi N of US 6	Bridge Deck Thin Overlay	Bridge	CN	\$210,445	\$52,611	\$263,056	2021
1800829	KENILWORTH ROAD at.-US 31 NB/SB, 3.85mi N of US 6	Bridge Deck Thin Overlay	Bridge	CN	\$218,445	\$54,611	\$273,056	2020 2021
1800874	SR 4 at Bunch Ditch, 0.16 mi E of New US 31	Bridge Deck Overlay	Bridge	CN	\$71,349	\$17,837	\$89,186	2020
1801095	SR 4 at Shideler Hoffman Ditch, .20 mi W of JCT US 31	Bridge Deck Overlay	Bridge	CN	\$88,922	\$22,231	\$111,153	2020
1703031	US 31, 1.84 Miles N of SR 4	Small Structure Replacement	Bridge	PE	\$56,864	\$14,216	\$71,080	2020 2022
1703031	US 31, 1.84 Miles N of SR 4	Small Structure Replacement	Bridge	RW	\$16,000	\$4,000	\$20,000	2022
1703031	US 31, 1.84 Miles N of SR 4	Small Structure Replacement	Bridge	CN	\$460,065	\$115,016	\$575,081	2023
1703031	US 31, 1.84 Miles N of SR 4	Small Structure Replacement	STPBG	RW	\$16,000	\$40,000	\$56,000	2022
1703031	US 31, 1.84 Miles N of SR 4	Small Structure Replacement	STPBG	CN	\$468,065	\$117,016	\$585,081	2022 2023
1592870	US 20 Over GT&W RR, Farm Rd, 1.4mi W of SR 23,	Bridge Deck Overlay	NHS (Bridge)	CN	\$3,185,828	\$796,457	\$3,982,285	2020
1592870	US 20 Over GT&W RR, Farm Rd, 1.4mi W of SR 23	Bridge Deck Overlay	NHS (Bridge)	CE	\$280,000	\$70,000	\$350,000	2020

INDOT LaPorte District: St. Joseph County Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
1602122	US 20, Bridge over Conrail RR, 2.04 mi E of SR 23	Bridge Painting	Bridge	CN	\$265,806	\$66,452	\$332,258	2020
1700302	US 20/31 over SR 2	Bridge Painting	Bridge	CN	\$45,490	\$11,372	\$56,862	2020
Signing, Marking, Striping and Rumble Strips								
1801680	Raised Pavement Markings, Refurbished in various locations throughout the LaPorte District	Raised Pavement Markings, Refurbished	ST HSIP	VAR	\$540,000	\$60,000	\$600,000	2020
1801682	Raised Pavement Markings, Refurbished in various locations throughout the LaPorte District	Raised Pavement Markings, Refurbished	ST HSIP	VAR	\$580,000	\$-	\$580,000	2021
Traffic Signal System and Lighting Improvements								
1801683	SR 23 & SR 331 are the Main Corridors. Additional locations: US 20, US 31, SR 933 & US6. 37 Signals	Traffic Signal Visibility Improvemnets	Multiple	PE	\$40,960	\$10,240	\$51,200	2020
1801683	SR 23 & SR 331 are the Main Corridors. Additional locations: US 20, US 31, SR 933 & US6. 37 Signals	Traffic Signal Visibility Improvemnets	Multiple	CN	\$512,000	\$128,000	\$640,000	2021

Transit Program of Projects



TRANSPORTATION IMPROVEMENT PROGRAM

Transit Program of Projects							
DES	Projects	Work Type	Fund Type	Federal	Match	Total	Fiscal Year
Elkhart-Goshen Urbanized: Interurban Trolley							
1700666	Operating Assistance	Transit Operating	5307	\$1,344,526	\$1,344,526	\$2,689,052	2020
1700667	Computer Hardware	Transit Communications Eqpt	5307	\$30,000	\$7,500	\$37,500	2020
1700668	Computer Software	Transit Communications Eqpt	5307	\$43,788	\$10,947	\$54,735	2020
1700669	Vehicle Replacement - Buses (1)	Transit Purchase Vehicles	5307	\$395,000	\$98,750	\$493,750	2020
1700670	Vehicle Replacement - Paratransit (3)	Transit Purchase Vehicles	5307	\$150,000	\$37,500	\$187,500	2020
1700671	Operating Assistance	Transit Operating	5307	\$1,344,526	\$1,344,526	\$2,689,052	2021
1700672	Computer Hardware	Transit Communications Eqpt	5307	\$30,000	\$7,500	\$37,500	2021
1700673	Computer Software	Transit Communications Eqpt	5307	\$43,788	\$10,947	\$54,735	2021
1700674	Vehicle Replacement - Buses (1)	Transit Purchase Vehicles	5307	\$395,000	\$98,750	\$493,750	2021
1700675	Vehicle Replacement - Paratransit (3)	Transit Purchase Vehicles	5307	\$150,000	\$37,500	\$187,500	2021
South Bend Urbanized: Transpo							
1700648	Preventive Maintenance	Transit PM	5307	\$1,280,000	\$320,000	\$1,600,000	2020
1700650	Purchase- ADP Software	Transit Operating	5307	\$50,000	\$12,500	\$62,500	2020

Transit Program of Projects

DES	Projects	Work Type	Fund Type	Federal	Match	Total	Fiscal Year
1700653	Associated Capital	Transit Operating	5307	\$20,000	\$5,000	\$25,000	2020
1700657	Operating Assistance - ADA	Transit Operating	5307	\$140,000	\$35,000	\$175,000	2020
1700658	Operating Assistance - Fixed Route	Transit Operating	5307	\$700,000	\$2,220,000	\$2,920,000	2020
1700659	Preventive Maintenance	Transit PM	5307	\$1,280,000	\$320,000	\$1,600,000	2021
1700660	Purchase- ADP Software	Transit Operating	5307	\$20,000	\$5,000	\$25,000	2021
1700661	Associated Capital	Transit Operating	5307	\$100,000	\$25,000	\$125,000	2021
1700662	Rehab/Renovate Transfer Facility	Transit Operating	5307	\$120,000	\$30,000	\$150,000	2021
1700663	Purchase less than 30 ft. Vehicles	Transit Purchase Vehicles	5307	\$40,000	\$10,000	\$50,000	2021
1700664	Operating Assistance - ADA	Transit Operating	5307	\$160,000	\$40,000	\$200,000	2021
1700665	Operating Assistance - Fixed Route	Transit Operating	5307	\$800,000	\$2,600,000	\$3,400,000	2021
1901342	Rehab/Renovate Transfer Facilities	Transit Operating	5339	\$543,166	\$135,791	\$678,957	2020

TRANSPORTATION IMPROVEMENT PROGRAM

Rural Transit Program of Projects							
DES	Projects	Work Type	Fund Type	Federal	Match	Total	Fiscal Year
INDOT							
1802855	Kosciusko Area Bus Service	Operating assistance for KABS	5311	\$359,921	\$381,812	\$741,733	2020
1802855	Marshall County Council on Aging	Operating assistance for Marshall County	5311	\$191,385	\$262,924	\$454,309	2020
1802856	Kosciusko Area Bus Service	Operating assistance for KABS	5311	\$359,921	\$381,812	\$741,733	2021
1802856	Marshall County Council on Aging	Operating assistance for Marshall County	5311	\$191,385	\$262,924	\$454,309	2021
1802857	Kosciusko Area Bus Service	Operating assistance for KABS	5311	\$359,921	\$381,812	\$741,733	2022
1802857	Marshall County Council on Aging	Operating assistance for Marshall County	5311	\$191,385	\$262,924	\$454,309	2022
1802858	Kosciusko Area Bus Service	Operating assistance for KABS	5311	\$359,921	\$381,812	\$741,733	2023
1802858	Marshall County Council on Aging	Operating assistance for Marshall County	5311	\$191,385	\$262,924	\$454,309	2023
1802859	Kosciusko Area Bus Service	Operating assistance for KABS	5311	\$259,921	\$481,812	\$741,733	2024
1802859	Marshall County Council on Aging	Operating assistance for Marshall County	5311	\$191,385	\$262,924	\$454,309	2024

FY 2020-2024

TRANSPORTATION IMPROVEMENT PROGRAM

MAY 2019

Michiana Area Council of Governments
227 W. Jefferson Blvd.
11th Floor County-City Building
South Bend, IN 46601