

| Project Information | DES # | Phase | Estimated Cost Fiscal Year | | | | | Other Year | Federal Funds | Local Funds | Priority | LPA | Contract # | Conformity Date | Comments |
|---|---|--|----------------------------|--------------------------|--------------------------|---------------------------|--------------------------|--|--|--|--|-----------------------------|--|-------------------------|---|
| | | | 2026 | 2027 | 2028 | 2029 | 2030^ | | | | | AM# | Funding | AQ Finding | |
| | | | | | | | | | | | | | Letting | | |
| Advanced Traffic Management System (ATMS) Installation of new system with server, 350 compatible traffic signal controllers, 325 cell modems for connectivity & training All local traffic signals in Fort Wayne, Huntertown, New Haven, and Allen County Traffic Signals, Modernized | 2400580 | CN | \$3,000,000 | | | | | | \$0 | \$3,000,000 | 1 | FW | T-45590 | 10/2/2025 | |
| Total cost for project: | | | \$3,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,000,000 | | | 24-153a | 1/15/2025 | exempt | |
| Airport Expressway and Norfolk Southern between Bluffton Rd and Airport Dr Railroad Grade Separation | 2500554 | PE RW CN | | \$1,500,000 | | \$27,250,000 | | 2023-25 | \$0 \$1,200,000 \$21,800,000 | \$1,100,000 \$300,000 \$5,450,000 | 2 4 | FW | R-43142 FRA Grade Crossing Elimination Grant Discretionary Funding | 10/2/2025 10/12/2028 | 10/2/2025 non-exempt |
| Total cost for project: | | | \$29,850,000 | \$0 | \$1,500,000 | \$27,250,000 | \$0 | | \$23,000,000 | \$6,850,000 | | 25-73a | | | |
| Allen County Bridge Inspection <i>(INDOT funded project)</i> Bridge Inspection | 2300088 | PE PE PE PE | \$561,976 | \$83,793 | \$714,200 | | | | \$449,581 \$67,034 \$571,360 \$71,226 | \$112,395 \$16,759 \$142,840 \$17,807 | 1 2 3 4 | AC | Group III / IV | 10/2/2025 exempt | |
| Total cost for project: | | | \$1,449,002 | \$83,793 | \$714,200 | \$89,033 | \$0 | | \$1,159,201 | \$289,800 | | 26-84m | | | |
| *Ardmore Avenue Covington Rd to Lower Huntington Rd Phase 1: Covington Rd to s/o Engle Rd Phase 2: s/o Engle Rd to s/o Sand Point Rd (south) Phase 3: s/o Sand Point Rd (south) to Lower Huntington Rd Added Travel Lanes: from two lanes to four/five lane roadway with pedestrian facilities | 2300603 2500556 - Ph 1 2500557 - Ph 2 2500558 - Ph 3 2500556 - Ph 1 2500556 - Ph 1 2500557 - Ph 2 2500557 - Ph 2 2500558 - Ph 3 2500558 - Ph 3 | PE RW-1 RW-2 RW-3 CN - 1 CE - 1 CN - 2 CE - 2 CN - 3 CE - 3 | | | | \$1,125,000 | \$1,150,000 | 2025 2031 2033 3035 3035 3037 3037 | \$5,578,444 \$900,000 \$920,000 \$870,000 \$5,500,000 \$100,000 \$5,500,000 \$100,000 \$5,500,000 \$100,000 | \$1,394,611 -\$900,000 -\$920,000 -\$870,000 \$1,375,000 \$25,000 \$1,375,000 \$25,000 \$1,375,000 \$25,000 | 4 5 6 8 8 10 10 12 12 | FW | Ph 1 - R-46144 Ph 2 - R-46145 Ph 3 - R-46146 STBG 10/14/2032 | 10/2/2025 non-exempt | moving RW-1 from FY28 to FY29, RW-2 from FY29 to FY30, RW-3 from FY29 to FY31 |
| Total cost for project: | | | \$27,973,055 | \$0 | \$0 | \$0 | \$0 | | \$25,068,444 | \$2,904,611 | | 25-97m 25-45m 24-184m | | | |
| Broadway & Taylor Street Single-lane roundabout and other corridor improvements to reduce crashes, calm traffic, and improve all VRUs' safety approx. 2600' on Broadway from Creighton Ave to Wall St approx. 2600' on Taylor St from Fairfield Ave to Nelson St Intersection Improvement/Roundabout & corridor | 2100146 | PE RW CN CE | \$200,000 | | \$5,350,000 \$624,000 | | | 2024 | \$707,200 \$160,000 \$4,280,000 \$499,200 | \$176,800 \$40,000 \$1,070,000 \$124,800 | 1 3 3 | FW | R-43646 SS4A Discretionary Grant | 10/2/2025 exempt | |
| Total cost for project: | | | \$7,058,000 | \$0 | \$5,974,000 | \$0 | \$0 | | \$5,646,400 | \$1,411,600 | | 24-52a | 10/14/2027 | | |
| *Carroll Road at Shearwater Run/Coral Springs Run Intersection Improvement, Roundabout | 2101634 | PE RW CN CE | | | 2,125,000 361,550 | | | 2022 2025 | 252,676 72,000 1,700,000 289,240 | 63,169 18,000 425,000 72,310 | 1 1 | HT | R-44126 STBG | 10/2/2025 exempt | moving CN & CE from FY26 to FY28 |
| Total cost for project: | | | \$2,892,395 | \$0 | \$2,486,550 | \$0 | \$0 | | \$2,313,916 | \$578,479 | | 24-156m | 9/15/2027 | | |
| Clinton Street Auburn Rd to Mayhew Rd Phase 1: Riveroak Dr to Diebold Rd (2300719) Phase 2: Auburn Rd to Riveroak Dr (2300720) Phase 3: Diebold Rd to Mayhew Rd (2300721) Added Travel Lanes: expanding to 4 lane roadway with pedestrian facilities | 1901703 2300719 - Ph 1 2300720 - Ph 2 2300721 - Ph 3 2300719 - Ph 1 2300719 - Ph 1 2300720 - Ph 2 2300720 - Ph 2 2300721 - Ph 3 2300721 - Ph 3 | PE RW-1 RW-2 RW-3 CN - 1 CE - 1 CN - 2 CE - 2 CN - 3 CE - 3 | \$1,500,000 | \$912,500 \$1,062,500 | | \$14,717,780 \$500,000 | \$14,518,770 \$37,500 | 2024 2031 2032 2032 | \$4,018,000 \$1,200,000 \$730,000 \$850,000 \$11,774,224 \$400,000 \$11,615,016 \$30,000 \$844,000 \$7,600,000 \$100,000 | \$1,004,500 \$300,000 \$182,500 \$212,500 \$2,943,556 \$100,000 \$2,903,754 \$7,500 \$211,000 \$6,339,232 \$25,000 | 1 2 2 4 4 5 5 6 7 7 | FW / AC | Ph 1 - R-42160 Ph 2 - R-45750 Ph 3 - R-45751 STBG 11/15/2028 | 10/2/2025 non-exempt | |
| Total cost for project: | | | \$53,390,782 | \$1,975,000 | \$0 | \$15,217,780 | \$14,556,270 | | \$39,161,240 | \$14,229,542 | | 24-65m | | | |

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|--|-----------------|-------------|----------------------------|-------------|-------------|--------------|-------------|--------------|---------------|--------------|----------|-------------------|----------------|-----------------|---|
| | | | 2026 | 2027 | 2028 | 2029 | 2030^ | | | | | AM# | Funding | AQ Finding | |
| | | | | | | | | | | | | | Letting | | |
| Corbin Road & Union Chapel Road Intersection Intersection Improvement, Roundabout | 2400742 | PE | | | | | | 2025 | \$754,108 | \$188,527 | | AC | R-45670 | 10/2/2025 | |
| | | RW | | | | | | 2031 | \$800,000 | \$200,000 | 3 | | STBG & CMAQ | exempt | |
| | | CN | | | \$1,000,000 | | | 2031 | \$2,500,000 | \$625,000 | 6 | 25-53m | | | |
| | | CE | | | | | | 2031 | \$300,000 | \$75,000 | 6 | 25-21a | 10/9/2030 | | |
| Total cost for project: | | | \$5,442,635 | | \$0 | \$0 | \$1,000,000 | \$0 | \$0 | | | \$4,354,108 | \$1,088,527 | | |
| *Coverdale Rd-Indianapolis Rd-Winters Rd Intersection Intersection Improvement, Roundabout | 2300604 | PE | | | | | | 2024 | \$0 | \$800,000 | | AC | R-45450 | 10/2/2025 | moving CN & CE from FY27 to FY29, increasing CN and decreasing CE |
| | | RW | \$1,000,000 | | | | | | \$900,000 | \$100,000 | 1 | 26-70m | STBG & HSIP | exempt | |
| | | CN | | | | \$3,541,900 | | | \$3,187,710 | \$354,190 | 4 | 24-185m | | | |
| | | CE | | | | \$237,532 | | | \$213,750 | \$23,782 | 4 | 24-48m | 10/12/2028 | | |
| Total cost for project: | | | \$5,579,432 | | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | | \$4,301,460 | \$1,277,972 | | |
| Cuba Road Bridge #24 Bridge #24 over Oberhaltzer Ditch (INDOT funded project) Bridge Replacement: 2 lane bridge | 2101756 | PE | | | | | | 2023 | \$237,032 | \$59,258 | | AC | B-44315 | 10/2/2025 | |
| | | RW | | | | | | 2025 | \$24,000 | \$6,000 | | | Group III / IV | exempt | |
| | | CN | | | \$1,180,000 | | | | \$944,000 | \$236,000 | 3 | | | | |
| | | CE | | | \$177,000 | | | | \$141,600 | \$35,400 | 3 | 25-39m | 7/14/2027 | | |
| Total cost for project: | | | \$1,683,290 | | \$0 | \$0 | \$1,357,000 | \$0 | \$0 | | | \$1,346,632 | \$336,658 | | |
| *Ewing Street Bridge & Corridor High St to Superior St (at roundabout); and Main St to Jefferson Blvd Superstructure Bridge Replacement and Road Reconfiguration (Lane Reduction with Added Pedestrian Features) | LocalFWBr 01-26 | PE | \$1,500,000 | | | | | | \$0 | \$1,500,000 | 1 | FW | tbid | 1/16/2026 | new City of FW project, requesting earmark; two bridges converting into one vehicle bridge and one pedestrian bridge; and improved sidewalks and added bike lanes |
| | | RW | | | \$200,000 | | | | \$0 | \$200,000 | 3 | | Local | | |
| | | CN | | | | \$18,000,000 | | | \$0 | \$18,000,000 | 4 | | tbid | | |
| | | CE | | | | | | | \$0 | \$0 | | 26-82a 25-102a | exempt | | |
| Total cost for project: | | | \$19,700,000 | | \$1,500,000 | \$0 | \$200,000 | \$18,000,000 | \$0 | \$0 | | \$0 | \$19,700,000 | | |
| Federal Railroad Administration Corridor ID Program Develop a scope, schedule, and cost estimate for preparing, completing, and document service development plan for passenger rail to connect Chicago, IL, to Pittsburgh, PA through Fort Wayne, IN and Columbus, OH. | FRA 01-24 | PE | | | | | | 2024 | \$500,000 | \$0 | | FW | | 10/2/2025 | |
| | | | | | | | | | | | | FRA | exempt | | |
| | | | | | | | | | | | | 24-51a | | | |
| Total cost for project: | | | \$500,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | | | | |
| Ferguson Rd Bridge #404 Bridge over St Marys River, 1.14 mi w/o US 27 (INDOT funded project) Bridge Rehabilitation or Repair | 2301666 | PE | | | | | | 2025 | \$166,560 | \$41,640 | | AC | B-45527 | 10/2/2025 | |
| | | PE | \$208,200 | | | | | | \$166,560 | \$41,640 | 1 | | | | |
| | | PE | | | \$208,200 | | | | \$166,560 | \$41,640 | 3 | | Group III / IV | | |
| | | RW | | | \$68,000 | | | \$54,400 | \$13,600 | 3 | | | | | |
| | | CN | | | | \$8,300,000 | | \$6,640,000 | \$1,660,000 | 5 | | | 9/12/2029 | exempt | |
| | | CE | | | | \$830,000 | | \$664,000 | \$166,000 | 5 | 24-240a | | | | |
| Total cost for project: | | | \$9,822,600 | | \$208,200 | \$0 | \$276,200 | \$0 | \$9,130,000 | | | \$7,858,080 | \$1,964,520 | | |
| Goeglein Road Bridge #113 Bridge over Bullerman Drain (INDOT funded project) Bridge Replacement | 1902836 | PE | | | | | | 2021 | \$184,880 | \$46,220 | | FW | B-42843 | 10/2/2025 | |
| | | RW | | | | | | 2023 | \$0 | \$1,000 | | | Group III / IV | exempt | |
| | | CN | \$1,163,143 | | | | | | \$842,098 | \$321,044 | 1 | 24-155m | | | |
| | | CE | \$145,377 | | | | | | \$116,302 | \$29,075 | 1 | 24-67 | 8/6/2025 | | |
| Total cost for project: | | | \$1,540,620 | | \$1,308,520 | \$0 | \$0 | \$0 | \$1,143,280 | \$397,340 | | | | | |
| Gump Road and State Road 3/Lima Road Pedestrian bridge over SR 3/Lima Road Pedestrian Bridge | 2300620 | PE | | \$562,500 | | | | | \$450,000 | \$112,500 | 2 | HT | | 10/2/2025 | |
| | | PE | | | \$125,000 | | | | \$100,000 | \$25,000 | 3 | | | | |
| | | RW | | | | \$625,000 | | | \$500,000 | \$125,000 | 4 | | | | |
| | | CN - TE/TAP | | | | | | 2031 | \$8,000,000 | \$2,000,000 | 6 | | STBG & TA | exempt | |
| | | CE - TE/TAP | | | | | | 2031 | \$800,000 | \$200,000 | 6 | | 10/9/2030 | | |
| | | | | | | | | | | | | | | | |
| Total cost for project: | | | \$12,312,500 | | \$0 | \$562,500 | \$125,000 | \$625,000 | \$0 | \$0 | | \$9,850,000 | \$2,462,500 | | |
| Hamilton Road Bridge #242 Bridge over Rebecca Knight Drain (INDOT funded project) Bridge Rehabilitation or Repair: 2 lane bridge | 2101768 | PE | | | | | | 2023 | \$228,000 | \$69,516 | | AC | B-44316 | 10/2/2025 | |
| | | RW | \$60,000 | | | | | | \$48,000 | \$12,000 | 1 | | Group III / IV | exempt | |
| | | CN | | \$2,115,000 | | | | | \$1,692,000 | \$423,000 | 2 | | | | |
| | | CE | | \$317,000 | | | | | \$253,600 | \$63,400 | 2 | | 8/5/2026 | | |
| Total cost for project: | | | \$2,789,516 | | \$60,000 | \$2,432,000 | \$0 | \$0 | \$0 | \$0 | | \$2,221,600 | \$567,916 | | |

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|--|---|--|----------------------------|--------------------------|--------------------------|------|-------------|----------------------|--|---|----------------------------|---------------------------------------|--|--|---|------------|
| | | | 2026 | 2027 | 2028 | 2029 | 2030^ | | | | | AM# | Funding | Letting | | AQ Finding |
| | | | | | | | | | | | | | FW | Ph 1 - R-42105 Ph 2 - R-42163 | | 10/2/2025 |
| Hillegas Road State Blvd to Coliseum Blvd Phase 1: n/o Butler Rd to Coliseum Blvd #2500056 Phase 2: State Blvd to n/o Butler Rd #2201692 Added Travel Lanes: expanding to 4 lane roadway with pedestrian facilities | 1901705 1901705 2500056 - Ph 1 2500056 - Ph 1 2201692 - Ph 2 2201692 - Ph 2 | PE RW CN - Ph 1 CE CH - Ph 2 CE | \$9,400,000 \$550,000 | \$9,500,000 \$550,000 | | | | 2022 2024 | \$1,945,948 \$1,500,000 \$7,520,000 \$440,000 \$7,600,000 \$440,000 | \$430,000 \$375,000 \$1,880,000 \$110,000 \$1,900,000 \$110,000 | 1 1 2 2 | FW STBG 24-49 | Ph 1 - R-42105 Ph 2 - R-42163 Ph 1 - 3-11-26 Ph 2 - 2-10-2027 | 10/2/2025 non-exempt | | |
| Total cost for project: | \$24,250,948 | | \$9,950,000 | \$10,050,000 | \$0 | | | | \$19,445,948 | \$4,805,000 | | | | | | |
| Illinois Road Trail A 1.97 mile trail along Illinois Road from Getz Rd to W. Jefferson Blvd/Willowdale Dr New Trail | LocalTrBr 01-26 | PE RW CN | \$3,447,210 | | | | | 2023 | \$0 \$0 \$1,000,000 ^f | \$131,595 \$115,000 \$3,447,210 | 1 | FW Next Level Trail Grant 24-54 | 10/2/2025 exempt | This project has no federal funds; new trail with \$1,000,000 State of Indiana funding | | |
| Total cost for project: | \$3,693,805 | | \$3,447,210 | \$0 | \$0 | | | | \$0 | \$3,693,805 | | | | | | |
| *Lower Huntington Road Airport Expressway to Winchester Road Pavement marking lane reconfiguration, from four lanes to three lanes, along with lanes and center turn lane (INDOT funded project) Pavement Markings | 2401569 | CN | | \$65,000 | | | | | \$58,500 | \$6,500 | 2 | FW 26-72m 25-49a | T-45969 HSIP (INDOT) 9/2/2026 | 10/2/2025 exempt | moving CN funds from FY26 to FY27, new letting date 9-2-26 | |
| Total cost for project: | \$65,000 | | \$0 | \$65,000 | \$0 | \$0 | \$0 | | \$58,500 | \$6,500 | | | | | | |
| *Maplecrest Road (South) SR 930 to Seiler Road Phase 1: Moeller Rd to SR 930 #2300599 contract #R-43666 Phase 2: Seiler Rd to Moeller Rd #2300600 contract #R-46305 Bridge over Trier Ditch in Phase 2 #2101081 Road Widening: 2 lane roadway w/CTL | 2100622 2300599 - Ph 1 2300600 - Ph 2 2300599 - Ph 1 2300599 - Ph 1 2300600 - Ph 2 2101081 - Ph 2 2300600 - Ph 2 2300600 - Ph 2 | PE RW-1 RW-2 CN - 1 CE - 1 CN - 2 CN - 2 CE - 2 CE - 2 | \$1,125,000 | \$750,000 | \$9,750,000 \$937,500 | | | 2024 2031 | \$1,200,000 \$900,000 \$600,000 \$7,800,000 \$750,000 \$5,500,000 \$810,000 \$30,000 \$540,000 | \$300,000 \$225,000 \$150,000 \$1,950,000 \$187,500 \$1,375,000 \$202,500 \$7,500 \$135,000 | 1 2 3 5 5 6 | NH 26-68m 25-99m 24-66m | Ph 1 - R-43666 Ph 2 - R-45305 Ph 1: 10/14/2027 Ph 2: 10/11/2029 | 10/2/2025 exempt | | |
| Total cost for project: | \$22,662,500 | | \$1,125,000 | \$750,000 | \$10,687,500 | \$0 | \$7,925,000 | | \$18,130,000 | \$4,532,500 | | | | | | |
| *Monroeville Road Bridge #277 Bridge over Hoffman Drain (INDOT funded project) Bridge Replacement: 2 lane bridge | 1902826 | PE RW CN CE | \$1,691,394 \$230,815 | | | | | 2021 2024 | \$0 \$0 \$1,024,000 \$152,800 | \$278,950 \$10,000 \$667,394 \$78,015 | 1 1 | AC 26-71m 25-52m | B-42838 Group III / IV 9/10/2025 | 10/2/2025 exempt | increasing CN federal funds +\$8,000, new CN federal amt \$1,024,000 | |
| Total cost for project: | \$2,211,159 | | \$1,922,209 | \$0 | \$0 | \$0 | \$0 | | \$1,176,800 | \$1,034,359 | | | | | | |
| Monroeville Road - Wayne Trace Intersection (INDOT funded project) Intersection Improvement, Roundabout | 2003073 | PE RW CN CE | | \$2,520,917 \$315,115 | | | | 2023 2025 | \$350,910 \$0 \$1,205,100 \$180,765 | \$75,620 \$206,624 \$1,315,817 \$134,350 | 2 2 | AC 25-38m 25-19m | R-43623 Group III/HSIP 7/8/2026 | 10/2/2025 exempt | | |
| Total cost for project: | \$3,469,186 | | \$0 | \$2,836,032 | \$0 | \$0 | \$0 | | \$1,736,775 | \$1,732,411 | | | | | | |
| Pufferbelly Trail Bridge Pedestrian bridge over Coliseum Blvd/SR 930 (approx. 1,150' e/o Lima Rd/US 27) New Pedestrian Bridge | LocalTrBr 01-25 | PE PE RW CN CE | \$7,000,000 \$750,000 | | | | | 2023 2024 2025 | \$0 \$0 \$0 \$0 \$0 | \$50,000 \$700,000 \$500,000 \$7,000,000 \$750,000 | 1 1 | FW Local - FW 25-41m | 10/2/2025 10/18/2025 | exempt | | |
| Total cost for project: | \$9,000,000 | | \$7,750,000 | \$0 | \$0 | \$0 | \$0 | | \$0 | \$9,000,000 | | | | | | |
| *Rose Avenue and Linden Street Intersection Intersection Improvement, Roundabout | 2300608 | ¹ PE ² RW ² CN ² CE | \$500,000 | \$3,555,555 \$355,555 | | | | 2024 | \$450,680 \$0 \$3,200,000 \$320,000 | \$112,670 \$500,000 \$355,555 \$35,555 | 1 2 2 | NH 26-69m 24-152m 24-56m | R-45554 ¹ STBG & ² HSIP 2/10/2027 | 10/2/2025 exempt | 26-69m: RW all local funding, no federal; move CN from FY28 to FY27; new letting date of 2-10-27 | |
| Total cost for project: | \$4,974,459 | | \$500,000 | \$3,911,110 | \$0 | \$0 | \$0 | | \$3,970,679 | \$1,003,780 | | | | | | |

Local Projects

02/19/2026

| Project Information | DES # | Phase | Estimated Cost Fiscal Year | | | | | Other Year | Federal Funds | Local Funds | Priority | LPA | Contract # | Conformity Date | Comments |
|---|-------------|-------------------------|----------------------------|-------------|-------------|------|-------|-------------|---------------|-------------|-------------|--------|--|-----------------|--|
| | | | 2026 | 2027 | 2028 | 2029 | 2030^ | | | | | AM# | Funding | AQ Finding | |
| St. Mary's River Bank Stabilization Bluffton Road from Engle Road to approx. 550' n/o Brooklyn Ave (Indian Village Park)(total length 2400') Roadside Work, Other | PRO 01-26 | PE | | | | | | 2024 | \$0 | \$900,000 | | FW | PROTECT Discretionary Funding | 10/2/2025 | |
| | | CN | \$4,400,000 | | | | | | \$3,520,000 | \$880,000 | 1 | 24-3 | | exempt | |
| | | Total cost for project: | | \$5,300,000 | \$4,400,000 | \$0 | \$0 | \$0 | \$0 | \$3,520,000 | \$1,780,000 | | | | |
| Scott Road and Norfolk Southern between Bass Rd and Illinois Rd Railroad Grade Separation Study | 2500555 | PE | \$500,000 | | | | | | \$400,000 | \$100,000 | 1 | AC | FRA Grade Crossing Elimination Grant Discretionary Funding | 10/2/2025 | |
| | | | | | | | | | | | | 25-74a | | exempt | |
| | | Total cost for project: | | \$500,000 | \$500,000 | \$0 | \$0 | | | \$400,000 | \$100,000 | | | | |
| Southeast Corridor Planning Project S. Anthony Blvd, E. & W. Paulding Rd, E. Tillman Rd, Fairfield Ave Address multimodal transportation needs along with community development Other Type Project | RAISE 01-25 | PE | | | | | | 2025 | \$3,827,250 | \$0 | | FW | Raise Grant Discretionary Funding | 10/2/2025 | |
| | | | | | | | | | | | | 25-34a | | exempt | |
| | | Total cost for project: | | \$3,827,250 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,827,250 | \$0 | | | | |
| Tillman Road Bridge #550 Bridge over Highland Drain Replacement Bridge Replacement: 4 lane br w/a 4 lane br | 2201281 | PE | | | | | | 2023 | \$324,000 | \$81,000 | | FW | | 10/2/2025 | |
| | | PE | | | | | | 2024 | \$424,000 | \$106,000 | | | | | |
| | | RW | | | | | | 2025 | \$0 | \$20,000 | | | STBG | exempt | |
| | | CN | | \$2,500,000 | | | | | \$0 | \$2,500,000 | 2 | | | | |
| | | CE | | \$300,000 | | | | | \$0 | \$300,000 | 2 | | 10/7/2026 | | |
| Total cost for project: | | \$3,755,000 | \$0 | \$2,800,000 | \$0 | \$0 | \$0 | \$748,000 | \$3,007,000 | | | | | | |
| Van Zile Road Bridge #32 Bridge #32 over the St Joseph River <i>(INDOT funded project)</i> Bridge Rehabilitation or Repair: 2 lane bridge | 2101761 | PE | | | | | | 2023 | \$243,483 | \$60,871 | | AC | B-44317 | 10/2/2025 | |
| | | RW | | | | | | 2025 | \$48,000 | \$12,000 | | | Group III / IV | | |
| | | CN | | \$2,970,000 | | | | | \$2,376,000 | \$594,000 | 2 | | 9/2/2026 | exempt | |
| | | CE | | \$445,000 | | | | | \$356,000 | \$89,000 | 2 | | | | |
| Total cost for project: | | \$3,779,354 | \$0 | \$3,415,000 | \$0 | \$0 | \$0 | \$3,023,483 | \$755,871 | | | | | | |
| Various Various locations in Allen County Increase drivers' awareness by installing larger (36") dual stop signs, warning signs and stop bars focusing on higher accident locations Un-Signalized Intersection Sign & Marking Visibility Improvement | 2401521 | PE | | | | | | 2025 | \$45,000 | \$5,000 | | AC | T-45968 | 10/2/2025 | |
| | | CN | \$300,000 | | | | | | \$270,000 | \$30,000 | 1 | | HSIP (INDOT) | | |
| | | CE | \$50,000 | | | | | | \$45,000 | \$5,000 | 1 | 25-47a | 9/2/2026 | | |
| Total cost for project: | | \$400,000 | \$350,000 | \$0 | \$0 | \$0 | \$0 | \$360,000 | \$40,000 | | | | | | |
| Various New sign inventory system using GPS technology, incorporating it into the County's current computer-based asset management system Signing, Countywide | 2401532 | PE | \$250,000 | | | | | | \$225,000 | \$25,000 | 1 | AC | HSIP (INDOT) | 10/2/2025 | |
| | | | | | | | | | | | | 25-48a | | exempt | |
| | | Total cost for project: | | \$250,000 | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$225,000 | \$25,000 | | | | |
| *Various Intersections in Fort Wayne Washington Ctr Rd & Stoney Creek Dr; Washington Ctr Rd & Northwood Middle School; St Joe Ctr Rd & Parker Dr Left turn lane realignment: improve left turn sight distance at intersections w/uncontrolled or permissive left turns by installing positive offset left turn lanes Pavement Markings | 2401587 | CN | | \$190,000 | | | | | \$171,000 | \$19,000 | 1 | FW | T-45970 | 10/2/2025 | moving CN from FY26 to FY27, new letting date 9-2-26 |
| | | | | | | | | | | | | | HSIP (INDOT) | exempt | |
| | | | | | | | | | | | | 26-73m | | | |
| Total cost for project: | | \$190,000 | \$0 | \$190,000 | \$0 | \$0 | \$0 | \$171,000 | \$19,000 | | | 25-50a | | | |

Local Projects

02/19/2026

| Project Information | DES # | Phase | Estimated Cost Fiscal Year | | | | | Other Year | Federal Funds | Local Funds | Priority | LPA | Contract # | Conformity Date | Comments |
|---|---------|-------|----------------------------|------|-------------|------|-------------|------------|---------------|-------------|----------|--------|----------------|-----------------|----------|
| | | | 2026 | 2027 | 2028 | 2029 | 2030^ | | | | | AM# | Funding | AQ Finding | |
| Woodburn Road Bridge #51 Bridge #51 over the Grover Drain #2 <i>(INDOT funded project)</i> Bridge Replacement: 2 lane bridge | 2101762 | PE | | | | | | 2023 | \$249,176 | \$62,294 | | AC | B-44314 | 10/2/2025 | |
| | | RW | | | | | | 2025 | \$30,400 | \$7,600 | | | | | |
| | | CN | | | \$1,490,000 | | | | \$1,192,000 | \$298,000 | 3 | | Group III / IV | | |
| | | CE | | | \$224,000 | | | | \$179,200 | \$44,800 | 3 | 25-40m | 7/14/2027 | exempt | |
| Total cost for project: | | | \$2,063,470 | | \$0 | \$0 | \$1,714,000 | \$0 | \$0 | | | | | | |

*Amendment or Modificaiton

#State Funding

^The Indiana Department of Transportation (INDOT) and the Northeastern Indiana Regional Coordinating Council (NIRCC) have agreed to produce a five year State Transportation Improvement Program (STIP) and a Transportation Improvement Program (TIP). However the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will only recognize and approve projects in Fiscal Years (FY) 2026-2029. The Fifth year (FY 2030) is for informational purposes only.