

## Administrative Modification 23

### FY 2020 - FY 2025 Transportation Improvement Program

November 23, 2021

TIP Action:	Modify TIP Funding				
Project Sponsor:	Clark County	KIPDA ID:	2549	State ID:	1802805
County	Clark	Parent ID:	N/A	Group ID:	2680
Project Name:	CR 403 and Stacy Road Intersection Improvements	Funding Source:	Highway Safety Improvement Program (HSIP-MPO)	Open to Public Date:	2024
Total Estimated Project Cost:	\$2,901,017 <del>\$2,931,671</del>		Total Cost Programmed in TIP to date:	\$2,901,017 <del>\$2,931,671</del>	
Description:	Intersection improvement including construction of a roundabout to improve safety at CR 403 and Stacy Road. Roundabout construction would include HMA pavement, curb and gutter and storm sewer for drainage, and intersection lighting. The footprint for the proposed roundabout would require approximately <1.0 acre of additional right of way, as well as relocating an existing Vectren utility pole and regulated gas line that runs along CR 403.				
Purpose & Need:	The purpose of the project is to reduce accidents at the subject intersection, and reduce overall speed along CR-403 corridor. Reports from FHWA indicate that a 25% reduction for property damage and a 75% reduction in injury/fatal crashes can be achieved by installing a roundabout. Accidents were studied during a 3-year period from 2014-2016 and 27 total accidents were reported. Manner of collisions were primarily 55% rear end type collisions, 15% ran off the road; and 30% classified as other, including turning collisions. Using RoadHat software, a benefit/cost ratio of 1.42 was calculated. This indicates that the project is a worthy candidate to include in the HSIP call for projects.				
FY 20-25 TIP Funding:	FY 2020 Design phase with HSIP-MPO funds: \$283,500 (Federal) + \$31,500 (Other) = \$315,000 (Total)  FY 2022 Right of Way phase with HSIP-MPO funds: \$71,720 (Federal) + \$7,969 (Other) = \$79,689 (Total)  FY 2022 Utilities phase with HSIP-MPO funds: \$108,000 (Federal) + \$12,000 (Other) = \$120,000 (Total)  <del>FY 2023 Construction phase with CRRSAA MPO funds: \$223,585 (Federal) + \$55,897 (Other) = \$279,482 (Total)</del>  FY 2023 Construction phase with STBG-MPO funds: \$2,147,735 (Federal) + \$238,593 (Other) = \$2,385,928 (Total) <del>\$1,923,750 (Federal) + \$213,750 (Other) = \$2,137,500 (Total)</del>				

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**November 23, 2021**

TIP Action:	Modify TIP Funding				
Project Sponsor:	Clarksville	KIPDA ID:	2541	State ID:	1801597
County	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	Jeffersonville 9th Street/Clarksville Montgomery Avenue Multimodal Connection	Funding Source:	Transportation Alternatives (TA-MPO)	Open to Public Date:	2023
Total Estimated Project Cost:	\$2,440,935		Total Cost Programmed in TIP to date:	\$2,440,935	
Description:	Design and construction of multimodal connection between Jeffersonville and Clarksville's Arts Districts, underneath I-65 along Montgomery Avenue and 9th Street. The design will include new sidewalks, bicycle paths, lighting, and other aesthetic amenities. Project length is 0.64 miles.				
Purpose & Need:	The construction of I-65 has created a significant barrier to community connectivity between Jeffersonville and Clarksville in the Southern Indiana region. In an effort to recreate the connectivity once enjoyed by this area, both communities intend to partner in order to provide a safe, attractive bicycle and pedestrian connection for residents in each community. There are very few alternative transportation options available connecting these two communities, due to restrictions created by the interstate corridor. Citizens and visitors will have a safe route provided to them to cross between communities and Arts and Cultural Districts without using motorized transportation. In conjunction with other projects that Jeffersonville and Clarksville are undertaking, this improvement will provide an additional path to the Ohio River Greenway.				
FY 20-25 TIP Funding:	FY 2021 Preliminary Engineering phase with TA-MPO funds: \$90,308 (Federal) + \$22,577 (Other) = \$112,885 (Total)  FY 2022 Railroad phase with TA-MPO funds: \$352,671 (Federal) + \$88,168 (Other) = \$440,839 (Total)  <del>FY 2022 Construction phase with TA-MPO funds: \$198,300 (Federal) + \$49,575 (Other) = \$247,875 (Total)</del>  <del>FY 2022 Construction phase with CRRSAA-MPO funds: \$154,371 (Federal) + \$38,593 (Other) = \$192,964 (Total)</del>  FY 2023 Construction phase with STBG-MPO funds: \$688,981 (Federal) + \$909,083 (Other) = \$1,598,064 (Total)				

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#### FY 2020 - FY 2025 Transportation Improvement Program

**November 23, 2021**

TIP Action:	Modify TIP Funding				
Project Sponsor:	Clarksville	KIPDA ID:	2393	State ID:	1700725
County	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	Riverside Drive	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2023
Total Estimated Project Cost:	\$7,343,873 \$7,210,123		Total Cost Programmed in TIP to date:	\$7,343,873 \$7,210,123	
Description:	Reconstruct Riverside Drive from the town limits to Ashland Park, including sidewalks and parking on both sides of roadway, and an elevated cycle track on the south side of roadway. 0.25 miles.				
Purpose & Need:	Reconstruction of the existing roadway, improving the safety of the corridor and improving pedestrian and bicycle facilities.				
FY 20-25 TIP Funding:	FY 2021 Right of Way phase with STBG-MPO funds: \$2,306,555 (Federal) + \$461,311 (Other) = \$2,767,866 (Total)  FY 2022 Preliminary Engineering phase with STBG-MPO funds: \$107,000 (Federal) + \$26,750 (Other) = \$133,750 (Total)  FY 2023 Construction phase with CRRSAA-MPO funds: \$1,262,685 (Federal) + \$315,672 (Other) = \$1,578,357 (Total) <del>\$248,788 (Federal) + \$62,197 (Other) = \$310,985 (Total)</del>  FY 2023 Construction phase with STBG-MPO funds: \$719,334 (Federal) + \$1,627,216 (Other) = \$2,346,550 (Total) <del>\$1,733,231 (Federal) + \$1,880,691 (Other) = \$3,613,922 (Total)</del>				

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### Administrative Modification 23

#### FY 2020 - FY 2025 Transportation Improvement Program

**November 23, 2021**

TIP Action:	Modify TIP Funding and Update Open to Public Date				
Project Sponsor:	Floyd County	KIPDA ID:	1558	State ID:	1700788
County	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	Replacement of Bridge 51	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2027 2024
Total Estimated Project Cost:	\$5,154,285		Total Cost Programmed in TIP to date:	\$505,525 \$2,105,525	
Description:	Replacement of Bridge 51 over Silver Creek and reconstruction of approaches on Blackiston Mill Road. Total project length is approximately 0.312 miles.				
Purpose & Need:	The proposed replacement bridge will be approximately 250 feet long, with 700 foot approaches. Bridge 51 carries Blackiston Mill Road over Silver Creek and currently serves as a critical link between the City of New Albany and the Town of Clarksville. The bridge structure itself is the responsibility of Floyd County, with the northern approach being in the City of New Albany and the southern approach in the Town of Clarksville and Clark County. In our 2018 Bridge Inspection Report, Bridge 51 scored a 39.2 Sufficiency Rating.				
FY 20-25 TIP Funding:	FY 2020 Preliminary Engineering phase with STBG-MPO funds: \$404,420 (Federal) + \$101,105 (Other) = \$505,525 (Total)  <del>FY 2022 Right of Way phase with STBG-MPO funds: \$1,200,000 (Federal) + \$400,000 (Other) = \$1,600,000 (Total)</del>				

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**November 23, 2021**

TIP Action:	Modify TIP Funding				
Project Sponsor:	Jeffersontown	KIPDA ID:	1583	State ID:	05-518.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Watterson Trail Phase II	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2025
Total Estimated Project Cost:	\$2,531,851 \$2,456,850		Total Cost Programmed in TIP to date:	\$2,531,851 \$2,456,850	
Description:	Widen Watterson Trail from 2 to 3 lanes from Ruckriegel Parkway to Maple Road and widen Watterson Trail from 2 to 3 lanes from Old Taylorsville Road to Ruckriegel Parkway. Project will construct sidewalks on both sides of each roadway segment along with new curb and gutters. The project will also create on-street parking along one side of each segment. The project will also include landscape enhancments as well as pedestrian street lighting.				
Purpose & Need:	Citizens have expressed desire to improve pedestrian safety and circulation along this corridor as well as address congestion at the Ruckriegel Parkway/Watterson Trail intersection. An additional lane width is desired in order to provide adequate turning movement and on-street parking demands.				
FY 20-25 TIP Funding:	FY 2020 Design phase with STBG-MPO funds: \$107,819 (Federal) + \$26,955 (Other) = \$134,774 (Total)  FY 2021 Right of Way phase with STBG-MPO funds: \$216,181 (Federal) + \$54,046 (Other) = \$270,227 (Total) <del>\$156,181 (Federal) + \$39,045 (Other) = \$195,226 (Total)</del>  FY 2022 Utilities phase with CRRSAA-MPO funds: \$352,000 (Federal) + \$88,000 (Other) = \$440,000 (Total)  FY 2023 Construction phase with STBG-MPO funds: \$1,232,000 (Federal) + \$308,000 (Other) = \$1,540,000 (Total)				

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### Administrative Modification 23

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November 23, 2021

TIP Action:	Modify TIP Funding				
Project Sponsor:	New Albany	KIPDA ID:	2392	State ID:	1700730
County	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	East Main Street	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2026
Total Estimated Project Cost:	\$4,145,378 \$3,745,379		Total Cost Programmed in TIP to date:	\$4,145,378 \$3,745,379	
Description:	This road reconstruction project on East Main Street will extend from State Street to East 5th Street for approximately 1,600 feet or 0.3 miles and is located in the heart of Downtown New Albany. The proposed road reconstruction project will provide for a continuation of the improvements of the East Main Street corridor that focus on maintenance, safety and accessibility. Specific improvements include pavement reconstruction, new pavement markings for both travel lanes, parking lanes, replacement of curbs/gutters, installation of ADA compliant curb bump-outs, replacement and widening of existing sidewalks and installation of street lighting.				
Purpose & Need:	A feasibility study completed in 2013 summarized an inspection of all existing sidewalk/curb ramps and indicated that the majority of the sidewalk in the corridor was "deteriorated" or "severely deteriorated" and required replacement to provide for safe passage of pedestrian traffic and comply with ADA requirements. This is a compelling, highly used and visible segment that needs reconstruction due to the deteriorated roadway and sidewalks and to make it more attractive to motorists, pedestrians and bicyclists.				
FY 20-25 TIP Funding:	FY 2020 Preliminary Engineering phase with STBG-MPO funds: \$46,450 (Federal) + \$11,613 (Other) = \$58,063 (Total)  FY 2021 Preliminary Engineering phase with STBG-MPO funds: \$22,314 (Federal) + \$5,579 (Other) = \$27,893 (Total)  <del>FY 2022 Construction phase with CRRSAA MPO funds: \$329,758 (Federal) + \$82,440 (Other) = \$412,198 (Total)</del>  FY 2022 Construction phase with STBG-MPO funds: \$3,073,938 (Federal) + \$768,484 (Other) = \$3,842,422 (Total) <del>\$2,424,180 (Federal) + \$606,045 (Other) = \$3,030,225 (Total)</del>				

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