



K I P D A

Kentuckiana Regional Planning
& Development Agency

Administrative Modification 27

**Fiscal Year 2020 - 2025 Transportation
Improvement Program (TIP)**

February 24, 2022



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:	\$3,672,129 \$2,901,017		Total Cost Programmed in TIP to date:	\$3,672,129 \$2,901,017	
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) FY 2023 Utilities phase with HSIP-MPO funds: \$802,000 (Federal) + \$89,112 (Other) = \$891,112 (Total) FY 2023 Construction phase with STBG-MPO funds: \$2,147,735 (Federal) + \$238,593 (Other) = \$2,385,928 (Total) <input type="checkbox"/> <input type="checkbox"/>				

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TIP Action:	Modify TIP funding				
Project Sponsor:	Clarksville	KIPDA ID:	2389	State ID:	TBD
County	Clark	Parent ID:	N/A	Group ID:	2682
Project Name:	Blackiston Mill Road Phase II	Funding Source:	Surface Transportation Block Grant (STBG) - MPO	Open to Public Date:	2023
Total Estimated Project Cost:	\$2,526,880 \$1,020,000		Total Cost Programmed in TIP to date:	\$2,526,880 \$1,020,000	
Description:	Improvements to Blackiston Mill Road from just north of the Kroger entrance to Blackiston View Drive, including the addition of sidewalks, a new turn lane into Peddler's Mall entrance, improved site lines, and improved access control and drainage improvements. 0.34 miles.				
Purpose & Need:	Project will improve the safety of the corridor and provide pedestrian and drainage improvements.				
FY 20-25 TIP Funding:	FY 2021 Right of Way phase with the following STBG-MPO funds: \$850,000 (Federal) + \$170,000 (Other) = \$1,020,000 (Total) FY 2023 Construction phase with the following STBG-MPO funds: \$1,205,504 (Federal) + \$301,376 (Other) = \$1,506,880 (Total)				

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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		Total Cost Programmed in TIP to date:	\$7,343,873	
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 STBG-MPO funds: \$1,703,756 (Federal) + \$642,794 (Other) = \$2,346,550 (Total) \$719,334 (Federal) + \$1,627,216 (Other) = \$2,346,550 (Total) FY 2023 Construction phase with CRRSAA-MPO funds: \$1,262,685 (Federal) + \$315,672 (Other) = \$1,578,357 (Total)				

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TIP Action:	Modify TIP funding				
Project Sponsor:	Floyd County	KIPDA ID:	2128	State ID:	1400550
County	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	Charlestown Road Corridor Complete Streets	Funding Source:	Congestion Mitigation Air Quality (CMAQ) - MPO	Open to Public Date:	2025
Total Estimated Project Cost:	\$3,152,047 \$1,266,047		Total Cost Programmed in TIP to date:	\$3,152,047 \$1,266,047	
Description:	Construction of a multi-use path from Sunset Drive to County Line Road in New Albany, Indiana. The multi-use path is 10 feet in width. Additional traffic calming measures are planned, including re-striping and additional signage. Project length is 1.31 miles.				
Purpose & Need:	The Charlestown Road Complete Streets Project brings pedestrian and multi-modal infrastructure to an area that currently lacks any at all. The multi-use path will provide access for residents living in the subdivisions along the corridor the ability to access Kevin Hammersmith Park and the commercial area by bike or by foot. Currently, this segment of Charlestown Road is not safe for pedestrian nor bike traffic.				
FY 20-25 TIP Funding:	FY 2020 Right of Way phase with CMAQ-MPO funds: \$384,147 (Federal) + \$84,400 (Other) = \$468,547 (Total) FY 2021 Right of Way phase with CMAQ-MPO funds: \$300,000 (Federal) + \$60,000 (Other) = \$360,000 (Total) FY 2023 Construction phase with STBG-MPO funds: \$1,200,000 (Federal) + \$686,000 (Other) = \$1,886,000 (Total)				

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TIP Action:	Add project as part of Group: Transportation Studies - Indiana (2686) <input type="checkbox"/>				
Project Sponsor:	Floyd County	KIPDA ID:	NEW	State ID:	2100002
County	Floyd	Parent ID:	N/A	Group ID:	2686
Project Name:	Floyd County Transit and Multi-Modal Planning Study	Funding Source:	Metropolitan Planning (PL)	Open to Public Date:	2023
Total Estimated Project Cost:	\$312,500		Total Cost Programmed in TIP to date:	\$312,500	
Description:	Conduct a planning study to improve transit and multi-modal transportation opportunities in Floyd County and the municipalities. The study will identify demographics for those areas that currently lack services, current and future service needs as well as potential service providers in both urbanized and rural areas of the community. Additionally, the study will research transit regulations, propose alternative solutions for transit and other multi-modal services, develop cost estimates and implementation plans for services.				
Purpose & Need:	To identify transit needs and provide solutions for Floyd County.				
FY 20-25 TIP Funding:	FY 2022 Planning phase with the following PL funds: \$250,000 (Federal) + \$62,500 (Other) = \$312,500 (Total)				

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TIP Action:	Modify TIP funding				
Project Sponsor:	Jeffersontown	KIPDA ID:	2385	State ID:	05-3219.00
County	Jefferson	Parent ID:	N/A	Group ID:	2673
Project Name:	Patti Lane Sidewalk Safety Improvement Project	Funding Source:	Transportation Alternatives (TA) - MPO	Open to Public Date:	2023
Total Estimated Project Cost:	\$312,500		Total Cost Programmed in TIP to date:	\$312,500	
Description:	Construct safety and access improvements to Patti Lane. Construct sidewalks along both sides of Patti Lane from Taylorsville Road to Glenawyn Circle and sharrow bicycle markings that will designate this corridor as a bike route. The project will also construct new curb and gutter and associated drainage improvements to accommodate the sidewalks and the new access management design. The project also includes adding street lights and reconfiguring all the existing curb cuts and create managable commercial entrances for each business.				
Purpose & Need:	Patti Lane is a Classified as a Minor Urban Collector that connects Old Six Mile Lane (Major Connector) to Taylorsville Road (Major Arterial). The project area is a critical corridor because it connects access to four area schools (Jeffersontown High School, St. Edwards Elementary, Tully Elementary, and Jeffersontown Elementary) and a high density residential neighborhood to the transit system along Taylorsville Road and the Jtown Commons Shopping Center, a commercial commerce cluster. The corridor does not have sidewalks, and the businesses have curb cuts across their entire frontages. These conditions create a safety concern for the many students and residents in the area to access goods and services and forces them to walk in the street or along the drainage ditch line.				
FY 20-25 TIP Funding:	FY 2022 Construction phase with the following TA-MPO STBG-MPO funds: \$744,344 (Federal) + \$186,086 (Other) = \$930,430 (Total)				

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TIP Action:	Modify TIP funding				
Project Sponsor:	New Albany	KIPDA ID:	309	State ID:	2000188
County	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	Mount Tabor Road	Funding Source:	Surface Transportation Block Grant (STBG) - MPO	Open to Public Date:	2023
Total Estimated Project Cost:	\$13,718,719 \$13,091,519		Total Cost Programmed in TIP to date:	\$13,718,719 \$13,091,519	
Description:	Phase I - Reconstruct as a two lane road (no additional lanes) from Grantline Road to just west of Klerner Lane intersection including new full depth pavement section, stabilization of adjacent hillsides to arrest slides, slightly narrower reconstructed travel lanes, curb/gutter/drainage system installation, and provision of sidewalks on each side separated from the curb/gutter by a 5' grass strip. Phase II - Klerner Lane to Charlestown Road is forthcoming and will include the same improvements as above. A new intersection control at the Klerner Lane intersection will be part of this phase, including new crosswalks.				
Purpose & Need:	Where Mt. Tabor Road is very near Rail/Slate Run Creek, this project will preserve the road by stabilizing the creek embankments and to continue to provide vehicular access to the elementary school at Mt. Tabor Road and Grantline Road and shopping areas at each end of Mt. Tabor Road. Sidewalks will provide pedestrian access for the first time along this road. Travel lane width will be slightly reduced. This project will add a school flasher, upgrade the signal at Grant Line Rd, and add audible pedestrian signals.				
FY 20-25 TIP Funding:	FY 2020 Right of Way phase with STBG-MPO funds: \$186,931 (Federal) + \$46,733 (Other) = \$233,664 (Total) FY 2023 Preliminary Engineering phase with STBG-MPO funds: \$301,760 (Federal) + \$75,440 (Other) = \$377,200 (Total) *FY 2024 Utilities phase with STBG-MPO funds: \$640,000 (Federal) + \$160,000 (Other) = \$800,000 (Total)				

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TIP Action:	Add project as part of Group: Transportation Studies - Indiana (2686)☐				
Project Sponsor:	New Albany	KIPDA ID:	NEW	State ID:	2100002
County	Floyd	Parent ID:	N/A	Group ID:	2686
Project Name:	State Street Congestion Mitigation Planning Study	Funding Source:	Metropolitan Planning (PL)	Open to Public Date:	2023
Total Estimated Project Cost:	\$300,000		Total Cost Programmed in TIP to date:	\$300,000	
Description:	A corridor study to determine the best methods for mitigating congestion along the State Street corridor (from the interstate ramps to the Green Valley Road intersection; approximately 0.8 miles). To do this, the City of New Albany would like to install Miovision cameras at key intersections along the corridor to have real-time data for multiple signal performance measures that could be analyzed and studied to determine a more efficient means of conveying traffic.				
Purpose & Need:	In New Albany, Indiana, the State Street corridor is a vital regional corridor that connects the interstate to the hospital, commercial land use, residential units, and retail amenities. The corridor currently serves approximately 28,000 vehicles per day. The purpose of this study is to identify how the City of New Albany could achieve a more balanced lane flow distribution beyond the measures that have already been taken.				
FY 20-25 TIP Funding:	FY 2022 Planning phase with the following PL funds: \$240,000 (Federal) + \$60,000 (Other) = \$300,000 (Total)				
TIP Action:	Add project as part of Group: Transit Improvements - Indiana (2682)☐				
Project Sponsor:	Transit Authority of River City (TARC)	KIPDA ID:	NEW	State ID:	TBD
County	Floyd	Parent ID:	N/A	Group ID:	2682
Project Name:	New Albany Bus Stop ADA Improvements	Funding Source:	Surface Transportation Block Grant (STBG) - MPO	Open to Public Date:	2023
Total Estimated Project Cost:	\$149,997		Total Cost Programmed in TIP to date:	\$149,997	
Description:	TARC will improve bus stops throughout the City of New Albany. 26 bus stops were identified as not being ADA compliant, many of which do not have concrete pads for the bus riders.				
Purpose & Need:	The City of New Albany has a high proportion of lower-income residents, and only one bus route to serve the entirety thereof. To aid all residents in access to these facilities, the City of New Albany would like to make all bus stops ADA compliant.				
FY 20-25 TIP Funding:	FY 2022 Transit Capital phase with the following STBG-MPO funds: \$119,997 (Federal) + \$30,000 (Other) = \$149,997 (Total)				

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TIP Action:	Add project as part of Group: Transit Improvements - Indiana (2682)☐				
Project Sponsor:	Transit Authority of River City (TARC)	KIPDA ID:	NEW	State ID:	TBD
County	Clark, Floyd and Jefferson	Parent ID:	N/A	Group ID:	2682
Project Name:	Purchase Vehicles for Mobility on Demand Service	Funding Source:	Surface Transportation Block Grant (STBG) - MPO	Open to Public Date:	2023
Total Estimated Project Cost:	\$417,183		Total Cost Programmed in TIP to date:	\$417,183	
Description:	TARC will purchase five (5) modified Ford Transit Vans (or equal) for Mobility on Demand service to exurban locations.				
Purpose & Need:	TARC intends to provide service to industrial and other sites in southern Indiana that are difficult or inefficient to reach with a full sized transit bus. Service will be focused on sites in Indiana, but some vehicles may be used for the same purpose in Kentucky. The vehicles will replace ADA accessible sedans that have exceeded their useful lives.				
FY 20-25 TIP Funding:	FY 2022 Transit Capital phase with the following STBG-MPO funds: \$324,746 (Federal) + \$81,187 (Other) = \$405,933 (Total)				

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