



## **Administrative Modification 42**

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

*February 8, 2023*



TIP Action:	Revise Project Description				
Project Sponsor:	Clark County	KIPDA ID:	2836	State ID:	1902768
County	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	Clark County Bridge 413	Funding Source:	Bridge	Open to Public Date:	2026
Total Estimated Project Cost:	\$4,672,650		Total Cost Programmed in TIP to date:	\$4,672,650	
Description:	Replace the surface and deck of the existing bridge and to inspect and improve the substructure and super-structure as needed. In addition two 8/10 foot shoulders will be added to allow the bridge to meet current national bridge design standards.  <del>Clark County Bridge 413 is located over abandoned railroad tracks that have been removed and converted to a pedestrian path. The bridge will be removed and replaced with a three sided culvert. Following construction, Clark County will relinquish the structure to the Town of Clarksville.</del>				
Justification:	Clark County Bridge 413 is located on Browns Station Way over an abandoned CSX line. Browns Station Way is classified as a freeway. The latest round on inspections identified the surface of Bridge 413 as "poor" and improvements were recommended. According to the latest bridge design codes a bridge located on a freeway must have 8-10' shoulders on either side of the throughway. Bridge 413 does not have shoulders. Any improvements to the bridge should include adding shoulders to the bridge.				
FY 20-25 TIP Funding:	FY 2021 Preliminary Engineering phase with Bridge funds: \$357,920 (Federal) + \$89,480 (Other) = \$447,000 (Total)  FY 2023 Right of Way phase with Bridge funds: \$155,200 (Federal) + \$38,800 (Other) = \$194,000 (Total)  *FY 2025 Utilities phase with Bridge funds: \$258,000 (Federal) + \$64,500 (Other) = \$322,500 (Total)  *FY 2025 Construction phase with Bridge funds: \$387,000 (Federal) + \$96,750 (Other) = \$483,750 (Total)  *FY 2025 Construction phase with Bridge funds: \$2,580,000 (Federal) + \$645,000 (Other) = \$3,225,000 (Total)				

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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 - MPO (HSIP-MPO)	Open to Public Date:	2024
Total Estimated Project Cost:	\$2,847,547 <del>\$3,672,129</del>		Total Cost Programmed in TIP to date:	\$2,847,547 <del>\$3,672,129</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.				
Justification:	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 2023 Utilities phase with HSIP-MPO funds: \$102,000 (Federal) + \$11,334 (Other) = \$113,334 (Total) <del>\$802,000 (Federal) + \$89,112 (Other) = \$891,112 (Total)</del>  *FY 2024 Construction phase with Bridge funds: \$2,147,735 (Federal) + \$238,593 (Other) = \$2,386,328 (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 and Air Quality - MPO (CMAQ-MPO)	Open to Public Date:	2024
Total Estimated Project Cost:	\$2,847,547 <del>\$2,781,879</del>		Total Cost Programmed in TIP to date:	\$2,847,547 <del>\$2,781,879</del>	
Description:	Multi-use trail to connect County Line Road to Lewis Endres Parkway. Project is approximately a 1.5 mile pedestrian-bike trail that connects several large neighborhoods to commercial and recreational nodes along Charlestown Road. Also, the facility provides a safe mode of transportation for bike and pedestrian travel.				
Justification:	Anticipated outcome will be the creation of a facility that would increase pedestrian and biking trips along Charlestown Road Corridor which is a minor arterial. It has been designed to increase these modes of transportation to reduce emissions and increase safety.				
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 Right of Way phase with <del>CMAQ-MPO</del> <del>CRP-MPO</del> funds: <del>\$150,000 (Federal) + \$37,500 (Other) = \$187,500 (Total)</del> <del>\$97,465 (Federal) + \$24,367 (Other) = \$121,832 (Total)</del>  *FY 2024 Construction phase with CMAQ-MPO funds: \$702,942 (Federal) + \$691,058 (Other) = \$1,394,000 (Total)				
TIP Action:	Modify TIP Funding				
Project Sponsor:	Clarksville	KIPDA ID:	2389	State ID:	1700724
County	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	Blackiston Mill Road Phase II	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2025
Total Estimated Project Cost:	\$3,655,600 <del>\$3,260,287</del>		Total Cost Programmed in TIP to date:	\$3,655,600 <del>\$3,260,287</del>	
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.				
Justification:	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 STBG-MPO funds: \$850,000 (Federal) + \$170,000 (Other) = \$1,020,000 (Total)  FY 2023 Construction phase with STBG-MPO funds: <del>\$2,108,480 (Federal) + \$527,120 (Other) = \$2,635,600 (Total)</del> <del>\$1,792,229 (Federal) + \$448,058 (Other) = \$2,240,287 (Total)</del>				

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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:	2023
Total Estimated Project Cost:	\$6,227,962 \$5,879,614		Total Cost Programmed in TIP to date:	\$6,227,962 \$5,879,614	
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.				
Justification:	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)  FY 2022 Construction phase with STBG-MPO funds: \$3,956,981 (Federal) + \$989,245 (Other) = \$4,946,226 (Total)  FY 2023 Preliminary Engineering phase with STBG-MPO funds: \$34,700 (Federal) + \$8,675 (Other) = \$43,375 (Total) <del>\$22,547 (Federal) + \$5,637 (Other) = \$28,184 (Total)</del>  FY 2023 Construction phase with STBG-MPO funds: \$748,324 (Federal) + \$187,081 (Other) = \$935,405 (Total) <del>\$481,798 (Federal) + \$120,450 (Other) = \$602,248 (Total)</del>				

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