

Project Name	Henryville Sidewalk		Sponsor Agency	Clark County	
Description	The existing sidewalks in the Henryville area are crumbling and do not currently meet ADA requirements. Ramps will be added at intersections and slopes will be adjusted to help meet current ADA requirements. Extending sidewalks from the Henryville High School to the local library should also help the community.		Justification	Sidewalks in the Henryville area do not currently meet ADA requirements. Improvements to the sidewalks including but not limited to curb ramps, sidewalk ramps and other improvements as well as extending the sidewalks to the Henryville School are planned for this project.	
County	Clark	Total Project Cost	\$625,461	Open to Public Date	2027
KIPDA ID	NEW	State ID/DES	TBD	Primary Project Type	Bicycle Pedestrian
Existing Travel Lanes	N/A	Proposed Travel Lanes	N/A	Turn Lanes Proposed	N/A
Located in EJ Area	No	Equity	Providing safe ADA compliant sidewalks is necessary for a growing community. connectivity between the high school and the library are very important to the overall well being of the community.		
Safety Improvements	No information		Freight Improvements	No information	
Complete Streets Improvements	Yes	Complete Streets Accommodations	The Henryville Sidewalk project is a pedestrian driven project. Henryville residents will be provided ADA compliant sidewalks throughout the core area of Henryville.	Multimodal Components / Infrastructure Types / Transit Project Type	no information
Complete Streets Exemption(s)	N/A		Justification for Complete Streets Exemption(s)	N/A	
Project Score	41	Sponsors history of advancing projects in a timely manner	No issues	Willing to provide more than the required local match?	No
Program Eligibility (list of eligible programs)	CRP, STBG and TA		Justification for Program Eligibility	The Henryville sidewalks project is planned to improve the existingsidewalks in the core area of Henryville and to provide a safe alternative for residents from the high school to the local library. The existing sidewalksare deteriorating, and ramps are not provided at all intersections asrequired. The Henryville Sidewalk project will not only remove and replace existing sidewalks but extend sidewalks where needed and provide ADA compliant ramps at all intersections and public owned buildings. Handicap accessibility will also be provided at commercial and residential properties along sidewalk accessible areas.	
Federal Funding Requested	Phase		Fiscal Year	Funding	
	Preliminary Engineering		2023	\$ 104,800	
	Construction		2025	\$ 520,661	
	Total			\$ 625,461	

Project Name	Jeff Charlestown Pike Improvements		Sponsor Agency	Clark County	
Description	The Jeff-Charlestown Pike project begins at the intersection of Jeff-Charlestown Pike and Salem Noble Road and extend 0.8 miles to the intersection with Hwy-62. The project will extend the Jeffersonville Project that begins at Utica Sellersburg Road and extends to Salem Noble Road. the improvements planned include an increased shoulder for bike traffic and a area for sidewalks to be added by developers or property owners fronting the project. Improved traffic flow and alternative means of travel will be offered and will help improve emissions. The multiuse path is being added to protect and help provide alternatives for local residents.		Justification	The project is an extension of the Jeffersonville project to improve Jeff-Charlestown Pike from Utica Sellersburg Road ultimately to Hwy-62. This improved road will provide an alternative to Hwy-62 for local residents. the multi-use path will provide safe alternatives for residents in the area.	
County	Clark	Total Project Cost	\$3,632,680	Open to Public Date	2027
KIPDA ID	NEW	State ID/DES	TBD	Primary Project Type	Bicycle/Pedestrian
Existing Travel Lanes	2	Proposed Travel Lanes	2	Turn Lanes Proposed	N/A
Located in EJ Area	No	Equity	Subdivisions along the corridor are increasing the road usage and the demand for alternative transportation methods. The narrow roadway needs to be widened and drainage improved. The multi-use path will provide opportunities for residents to use the corridor safely.		
Safety Improvements	Corridor Access Management		Freight Improvements	No information	
Complete Streets Improvements	Yes	Complete Streets Accommodations	The multi modal corridor that is being added to the project will provide both pedestrian and bicycle traffic options.	Multimodal Components / Infrastructure Types / Transit Project Type	Shared-use path or trail
Complete Streets Exemption(s)	N/A		Justification for Complete Streets Exemption(s)	N/A	
Project Score	94	Sponsors history of advancing projects in a timely manner	No issues	Willing to provide more than the required local match?	No
Program Eligibility (list of eligible programs)	STBG		Justification for Program Eligibility	The Jeff-Charlestown Pike Improvement project will improve the transportation corridor from Hwy-62 to Salem Noble Road. The City of Jeffersonville is planning a similar project from Salem Noble Road to Hullmans Lane in Jeffersonville. The improvements planned for the Jeff Charlestown Pikeproject include a multiuse path for bike and pedestrian transportation. This will provide alternative means of transportation for the residents of Clark County thereby reducing emission effects. Also, the improve corridor will provide an alternative to the heavily used Hwy-62 corridor. By reducing congestion on Hwy 62 the emissions will be improved for the area. The multiuse path is being added to the project to help provide alternatives to the area for local residents. Right of way acquisition is scheduled for 2024 and construction isscheduled for 2025.	
Federal Funding Requested	Phase		Fiscal Year	Funding	
	Right of Way		2024	\$	765,000
	Construction		2025	\$	3,300,000
	Total			\$	4,065,000

Project Name	Memphis Truck Stop		Sponsor Agency	Clark County	
Description	Truck stop entrance along Memphis Blue Lick is very confusing and difficult to maneuver. Improvements and entrance restrictions are planned to improve safety and provide safe access to trucks and vehicular traffic		Justification	Truck and vehicular traffic at the Memphis Truck Stop has increased dramatically over the past few years. A third truck stop has been added to the intersection and residential developments in the area have also contributed to the additional traffic problems. A designated truck entrance and separate vehicular entrance is planned at the Loves site to help reduce the confusion and provide specific truck entrance only entrance.	
County	Clark	Total Project Cost	\$2,850,609	Open to Public Date	2027
KIPDA ID	NEW	State ID/DES	TBD	Primary Project Type	Roadway Operations
Existing Travel Lanes	N/A	Proposed Travel Lanes	N/A	Turn Lanes Proposed	N/A
Located in EJ Area	No	Equity	By providing separate truck and vehicular entrances improves the overall safety of the site. traffic is able to move smoothly through the area and improve traffic flow conditions.		
Safety Improvements	No information		Freight Improvements	Since truck traffic is the major reason for this project, moving trucks from I-65 to the fueling areas and back to I-65 quickly and safely this will improve freight transportation in the I-65 corridor.	
Complete Streets Improvements	No	Complete Streets Accommodations	N/A	Multimodal Components / Infrastructure Types / Transit Project Type	No information
Complete Streets Exemption(s)	Where a particular user group is prohibited by law from using a transportation facility, e.g. an interstate highway or pedestrian mall. When the project consists of routine maintenance, repair, or safety infrastructure installation and does not alter existing geometric designs of a transportation facility (e.g., mowing, sweeping, spot repair, guardrail installation) Where cost would be excessively disproportionate to probable use or need. Where lack of population or other factors indicate an absence of need under both current and future conditions		Justification for Complete Streets Exemption(s)	There are no current pedestrian or bicycle accommodations and the need at this location does not justify adding them to this project.	
Project Score	40	Sponsors history of advancing projects in a timely manner	No issues	Willing to provide more than the required local match?	No
Program Eligibility (list of eligible programs)	STBG		Justification for Program Eligibility	The truck traffic and vehicular traffic at the Memphis Truck stop has increased dramatically over the past few years. The addition of the new Thorton's station and the increased truck traffic on I-65 has created severe traffic concerns for the residents and the truck drivers alike. Clark County is currently working on a traffic channelization project with the Love's Truck Stop people to help improve the safety in the area. The project will incorporate the channelization improvements and improve the traffic corridor from I-65 to US-31. The county plans to use it TIF funds from the Redevelopment area as their match for the project	
Federal Funding Requested	Phase		Fiscal Year	Funding	
	Preliminary Engineering		2023	\$	321,900
	Construction		2025	\$	2,528,709
	Total			\$	2,850,609

Project Name	Salem Noble Road from Hwy-62 to Jeff Charlestown Pike Funding Program		Sponsor Agency	Clark County	
Description	The project begins at the intersection of Hwy-62 and Salem Noble Road and extends to the intersection of Salem Noble Road and Jeff-Chas Pike approximately 0.35 miles. The project is a part of the Clark County Salem Noble Road project that started in 2004. The project plans to widen the roadway, add sidewalk on one side and improve drainage along the corridor.		Justification	Clark County began the design of the Salem Noble Road in 2004. Improved access from Hwy-62 to CR-403 are needed to help improve the growth in the area. The improved project corridor will provide the first leg of the Salem Noble Road project and will provide a pedestrian safe sidewalk for this section.	
County	Clark	Total Project Cost	\$4,480,000	Open to Public Date	2027
KIPDA ID	New	State ID/DES	400935	Primary Project Type	Minor Widening
Existing Travel Lanes	2	Proposed Travel Lanes	2	Turn Lanes Proposed	N/A
Located in EJ Area	No	Equity	The improved Salem Noble Road provides safe transportation alternatives to residents of Clark County. Residential development along Salem Noble Road has increased dramatically over the past few years and will continue to grow. A safe roadway system and improved drainage is essential for the continued growth of Clark County.		
Safety Improvements	No information		Freight Improvements	No information	
Complete Streets Improvements	Yes	Complete Streets Accommodations	Clark County has included sidewalks into the Salem Noble Road project. These sidewalks will connect to the two other projects in the area. Jeffersonville's Jeff-Charlestown Road Improvements and the Clark County Jeff-Charlestown Road Improvements projects. These sidewalks will provide alternative means for locals to access the new subdivisions in the area.	Multimodal Components / Infrastructure Types / Transit Project Type	No information
Complete Streets Exemption(s)	N/A		Justification for Complete Streets Exemption(s)	N/A	
Project Score	58	Sponsors history of advancing projects in a timely manner	No issues advancing projects in a timely manner.	Willing to provide more than the required local match?	Yes

Program Eligibility (list of eligible programs)	STBG	Justification for Program Eligibility	Clark County started the Salem Noble Road project in 2004. Planning funds were obtained through INDOT. At the time the Salem Noble Road project was located in the unincorporated area of Clark County. After the 2000 census, the Salem Noble Road project became a part of the incorporated area of southern Indiana. This move has drastically reduced the available funds available for Clark County. The project will incorporate sidewalks on one side of the project and will be connected to the Jeffersonville Project. The project will improve traffic flow in the area and will connect to the Jeff-Charlestown Road projects currently under design by both Jeffersonville and Clark County. INDOT has requested the project move forward with the design toward construction or repay funds that have been spent on the project. Clark County would like to move the first phase of the project forward and work with INDOT to keep the project alive. tThe Jeffersonville project that includes the Jeffersonville-Charlestown Road improvements and the Clark County project extending the Jeff-Charlestown Project from Salem Noble Road to the Hwy-62 intersect. (more details in MPO Dedicated funding app)
Federal Funding Requested	Phase	Fiscal Year	Funding
	Preliminary Engineering	2023	\$ 290,000
	Right of Way	2025	\$ 299,680
	Utilities	2026	\$ 170,000
	Construction	2027	\$ 2,873,000
	Total	Total	\$ 3,632,680

Project Name	Progress Way Improvements		Sponsor Agency	Town of Clarksville	
Description	The project will install new curb and gutter, sidewalks, and drainage along Progress Way from I-65 to Broadway. The width of the lanes will not change, instead they will be shifted south slightly to allow for drainage improvements. There will also be a reworking of the intersection with Addmore and Progress Way.		Justification	The Town is seeing significant growth along Progress Way. This includes the addition of Cunningham Campers and a large apartment complex, both near the Addmore Lane Intersection. The area is already well traveled as a bypass around Veteran's Parkway and the additional apartments will increase the traffic on the roadway. There is not a need for capacity, but instead a need to increase safety along the roadway. The road lacks drainage, curbs, gutters and a walking path. These are needed to increase safety along the entire corridor. The area west of Sam Gwin is highly traveled by individuals living in the Senior Housing along Greentree North. They often travel in and cross the roadway in their motorized scooters. This very unsafe and the proposed improvements will give them a place to safely cross and travel.	
County	Clark	Total Project Cost	\$3,500,000	Open to Public Date	2029
KIPDA ID	3018	State ID/DES	TBD	Primary Project Type	Roadway Operations
Existing Travel Lanes	2	Proposed Travel Lanes	2	Turn Lanes Proposed	N/A
Located in EJ Area	Yes	Equity	No information		
Safety Improvements	Dedicated Lanes at Intersection, Walkways, Crosswalk Visibility Elements, Safety Edge		Freight Improvements	No information	
Complete Streets Improvements	Yes	Complete Streets Accommodations	The area currently lacks sidewalks. The project will install sidewalks the entire length of the roadway. It will also improve the existing Tarc stop at Progress Way and Sam Gwin.	Multimodal Components / Infrastructure Types / Transit Project Type	sidewalk
Complete Streets Exemption(s)	N/A		Justification for Complete Streets Exemption(s)	N/A	
Project Score	140	Sponsors history of advancing projects in a timely manner	No issues	Willing to provide more than the required local match?	Yes
Program Eligibility (list of eligible programs)	CRP and STBG		Justification for Program Eligibility	The project is the a improvement of Progress Way from Addmore Lane to Broadway. It includes new curb and gutter and sidewalks. The project will not expand capacity, but instead provide for a safer roadway for those thatutilize it.	
Federal Funding Requested	Phase		Fiscal Year	Funding	
	Construction		2027	\$ 2,800,000	
	Total			\$ 2,800,000	

Project Name	Stansifer Avenue Streetscape Improvements		Sponsor Agency	Town of Clarksville	
Description	The project is a complete overhaul of Stansifer Avenue from Akers Avenue to South Clark Boulevard. The roadway will have new landscaped medians, curb and gutter, the addition of on-street parking, narrowing of the lane widths and drainage improvements. The project will also include pedestrian sidewalk upgrades and widening to at least 5' and designated bike lanes.		Justification	Stansifer Avenue is directly off of I-65 and is a key exit for the Town's South End Redevelopment, as well as Orgin Park. The Town recently built a new Fire Station on Stansifer Avenue and is working to redevelop the area. Stansifer Avenue is seen as one of the Gateway's to the Town. It will provide main access to two large development areas in Town. However it is unsafe. The lanes are almost 20 feet wide in some areas, which leads drivers to think that there are two lanes, when there is only one. This causes confusion and can lead to unnecessary accidents. The roadway also lacks parking and drainage. It needs improvement across the board.	
County	Clark	Total Project Cost	\$5,000,000	Open to Public Date	2028
KIPDA ID	3019	State ID/DES	TBD	Primary Project Type	Roadway Operations
Existing Travel Lanes	2	Proposed Travel Lanes	2	Turn Lanes Proposed	N/A
Located in EJ Area	Yes	Equity	No information		
Safety Improvements	Separated Bike Lanes, Greenway Bike Blvd, Road Diet		Freight Improvements	No information	
Complete Streets Improvements	Yes	Complete Streets Accommodations	The roadway will get designated bike lanes and sidewalks.	Multimodal Components / Infrastructure Types / Transit Project Type	Shared-use path trail, separated bike lane
Complete Streets Exemption(s)	N/A		Justification for Complete Streets Exemption(s)	N/A	
Project Score	131	Sponsors history of advancing projects in a timely manner	No issues	Willing to provide more than the required local match?	Yes
Program Eligibility (list of eligible programs)	CRP, HSIP, STBG and TA		Justification for Program Eligibility	This segment of Stansifer Avenue is 84 feet wide at some points, yet is only used as a 2-way road. The town will be changing the configuration for a road diet. The intersection at South Clark Blvd will be reconfigured to allow for proper traffic flow. The roadway will also get new curb and gutter, sidewalk improvements and designated bike lanes.	
Federal Funding Requested	Phase		Fiscal Year	Funding	
	Construction		2026	\$ 4,000,000	
	Total			\$ 4,000,000	

Project Name	River Falls Mall - Ring Road Extension		Sponsor Agency	Town of Clarksville	
Description	The northern leg of the River Falls Mall's Ring Road will be reconstructed and extended to create a continuous east-west connection between Greentree Boulevard and Broadway Street. The road will extend on new alignment to the east to cross Cedar Street and then "T" into Broadway. The Bass Pro round-about will remain. Typical sections would be 2' buffers, one 7' cycle track, two 5' sidewalks, two 5-7' landscape buffers, two 2-3' curb and gutter, and two 12' lanes. The northern portion of Horn Street will be vacated after completion of this project, Woodstock Drive has already been vacated from Cedar Street to Broadway Street.		Justification	The reconstruction will will transform Ring Road into a public urban street, instead of a mall access road, and should encourage more diverse types of development.	
County	Clark	Total Project Cost	\$2,000,000	Open to Public Date	2028
KIPDA ID	2735	State ID/DES	TBD	Primary Project Type	Roadway Operations
Existing Travel Lanes	2	Proposed Travel Lanes	2	Turn Lanes Proposed	N/A
Located in EJ Area	Yes	Equity	No information		
Safety Improvements	Greenway Bike Blvd		Freight Improvements	No information	
Complete Streets Improvements	Yes	Complete Streets Accommodations	The project will include a sidewalk the entire length. It will have pedestrian crossings at all intersections.	Multimodal Components / Infrastructure Types / Transit Project Type	sidewalk
Complete Streets Exemption(s)	N/A		Justification for Complete Streets Exemption(s)	N/A	
Project Score	140	Sponsors history of advancing projects in a timely manner	No issues	Willing to provide more than the required local match?	Yes
Program Eligibility (list of eligible programs)	HSIP, STBG and TA		Justification for Program Eligibility	The extension of Ring Road makes the connection of Broadway to Greentree North. This connection is vital for the redevelopment of the Broadway District. It will serve to bring traffic from Broadway to the former mall property. This connection was partially severed several years along with the vacation of Woodstock Drive. This will be the only the east-west connection between these large commercial areas. It will also provide a release for some of the Veteran's Parkway Traffic, as it will allow drivers to bypass Veteran's if simply going east-west between the two areas. The project will all bike and pedestrian facilities with a multi-use path. It will also connect to the Town's north-south trail system to be constructed as part of another project in 2023.	
Federal Funding Requested	Phase		Fiscal Year	Funding	
	Construction		2026	\$ 1,196,000	
	Total			\$ 1,196,000	

Project Name	KIPDA Regional Rideshare Program - Indiana FY 2026-2029		Sponsor Agency	KIPDA	
Description	The KIPDA Regional Rideshare program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, and bikepooling. This also includes program evaluation and administration.		Justification	To reduce congestion, improve air quality, and promote sustainability.	
County	Clark, Floyd	Total Project Cost	\$3,492,500	Open to Public Date	N/A
KIPDA ID	56 (parent project)	State ID/DES	N/A	Primary Project Type	Program
Existing Travel Lanes	N/A	Proposed Travel Lanes	N/A	Turn Lanes Proposed	N/A
Located in EJ Area	No location	Equity	No information		
Safety Improvements	No information		Freight Improvements	No information	
Complete Streets Improvements	Yes	Complete Streets Accommodations	Rideshare program promotes alternative transportation modes and provides education and outreach as well as matching services for bikes, transit and walking routes.	Multimodal Components / Infrastructure Types / Transit Project Type	No information
Complete Streets Exemption(s)	N/A		Justification for Complete Streets Exemption(s)	N/A	
Project Score	N/A	Sponsors history of advancing projects in a timely manner	No issues	Willing to provide more than the required local match?	No
Program Eligibility (list of eligible programs)	STBG		Justification for Program Eligibility	The KIPDA Regional Rideshare Program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, taking transit, walking, telecommuting, and bikepooling. This also includes program evaluation and administration	
Federal Funding Requested	Phase		Fiscal Year	Funding	
	Operations		2026	\$	127,000
	Operations		2027	\$	127,000
	Operations		2028	\$	127,000
	Operations		2029	\$	127,000
			Total	\$	508,000

Project Name	Kentuckiana Air Education (IN)		Sponsor Agency	Louisville Metro Air Pollution Control District	
Description	Kentuckiana Air Education (KAIRE) is an air pollution prevention and awareness program that will increase public awareness of the impacts individual choices can have on local air quality.		Justification	KAIRE works to encourage voluntary air quality changes through community involvement, increasing public awareness of the impacts individual choices can have on local air quality.	
County	Clark, Floyd	Total Project Cost	\$1,000,000	Open to Public Date	N/A
KIPDA ID	370	State ID/DES	TBD	Primary Project Type	Program
Existing Travel Lanes	N/A	Proposed Travel Lanes	N/A	Turn Lanes Proposed	N/A
Located in EJ Area	no location	Equity	No information		
Safety Improvements	No information		Freight Improvements	No information	
Complete Streets Improvements	Yes	Complete Streets Accommodations	KAIRE is an outreach program promoting the air-friendly behaviors that include driving less, reducing idling, sharing rides and biking and walking more.	Multimodal Components / Infrastructure Types / Transit Project Type	No information
Complete Streets Exemption(s)	N/A		Justification for Complete Streets Exemption(s)	N/A	
Project Score	N/A	Sponsors history of advancing projects in a timely manner	No issues	Willing to provide more than the required local match?	Yes
Program Eligibility (list of eligible programs)	CMAQ		Justification for Program Eligibility	Kentuckiana Air Education (KAIRE) promotes clean, healthy air by educating the public on the negative health effects of air pollution and encouraging "air-friendly" behavior, such as proper vehicle maintenance, ride-sharing, idling reduction, use of mass transit, and walking / bicycling. As national ambient air quality standards are toughened, KAIRE is a key component of the Louisville Metro Air Pollution Control District's strategy to reduce harmful air emissions from motor vehicles. Survey data collected both by APCD and by independent researchers indicates that KAIRE's clean-air messaging has positively affected the public's behavior regarding air quality. To recognize KAIRE's value to the community, in 2014 the EPA awarded the program a national Clean Air Excellence Award.	
Federal Funding Requested	Phase		Fiscal Year	Funding	
	Operations		2026	\$ 200,000	
	Operations		2027	\$ 200,000	
	Operations		2028	\$ 200,000	
	Operations		2029	\$ 200,000	
	Total			\$ 800,000	

Project Name	Graybrook Lane Extension		Sponsor Agency	City of New Albany	
Description	Extension of collector class roadway (Graybrook Ln.) from the intersection with Bono Rd./Pearl St. to the intersection of State St. This roadway extension would further establish connections from economically depressed areas to the vital State Street corridor. The estimated cost is \$3,598,631.		Justification	Graybrook Ln. currently deadends into Pearl St./Bono Rd. intersection. By extending Graybrook Ln., the collector class roadway would be extended to an important arterial roadway of State St. which would allow citizens an easier route to connect to shopping, vital services, and transit. Furthermore, this project serves an economically depressed area of the city and would allow better connections for the citizens adjacent to this project.	
County	Floyd	Total Project Cost	\$3,598,631	Open to Public Date	2028
KIPDA ID	NEW	State ID/DES	TBD	Primary Project Type	New Roadway
Existing Travel Lanes	0	Proposed Travel Lanes	2	Turn Lanes Proposed	N/A
Located in EJ Area	No	Equity	The New Albany Housing Authority's main campus is located in the NE quadrant of the Graybrook Ln and Bono Rd. intersection. This new roadway would create a collector level roadway to connect this important housing complex with vital services and shopping on the State Street corridor.		
Safety Improvements	Corridor Access Management, Walkways, Crosswalk Visibility Elements		Freight Improvements	No information	
Complete Streets Improvements	Yes	Complete Streets Accommodations	While constructing the new roadway to connect Graybrook Ln. to State St., the project will also include the construction of a sidewalk and / or a multiuse trail depending on right-of-way. Given the proximity to low income area, the City of New Albany finds the pedestrian and bicycle connection paramount, as well.	Multimodal Components / Infrastructure Types / Transit Project Type	shared use path, trail, sidewalk
Complete Streets Exemption(s)	N/A		Justification for Complete Streets Exemption(s)	N/A	
Project Score	113	Sponsors history of advancing projects in a timely manner	Little to no issues completing projects in a timely manner.	Willing to provide more than the required local match?	Yes

Program Eligibility (list of eligible programs)	CRP, HSIP, STBG and TA	Justification for Program Eligibility	Graybrook Ln. currently dead ends into Pearl St./Bono Rd. intersection. By extending Graybrook Ln., the collector class roadway would be extended to an important arterial roadway of State St. which would allow citizens an easier route to connect to shopping, vital services, and transit. Furthermore, this project serves an economically depressed area of the city and would allow better connections for the citizens adjacent to this project. The New Albany Housing Authority's main campus is located in the NE quadrant of the Graybrook Ln and Bono Rd. intersection. This new roadway would create a collector level roadway to connect this important housing complex with vital services and shopping on the State Street corridor. The new portion of Graybrook Ln. will be designed to allow multimodal transportation, so all citizens will be able to access the route with the mode of transportation that suits their needs and to better serve the lower income community adjacent to the project.
Federal Funding Requested	Phase	Fiscal Year	Funding
	Preliminary Engineering	2024	\$ 372,596
	Right of Way	2025	\$ 439,200
	Utilities	2026	\$ 80,000
	Construction	2027	\$ 2,074,949
	Total	Total	\$ 2,966,745

Project Name	Intersection of E. Spring St. & Beharrell Ave.		Sponsor Agency	City of New Albany	
Description	Improvement of the intersection of E. Spring St. (a major arterial and gateway into the community with Beharrell Ave. (a collector class roadway). The concept is to utilize a roundabout, a proven safety counter measure, in order to improve the safety of this intersection, slow traffic entering the City of New Albany, and to enhance the livability and walkability of the surrounding areas of the community. This would also allow for a connection to the Ohio River Greenway, and provide a road diet on Spring St. that will accommodate bicycle facilities, parking, and other amenities for the community which will make this corridor more functional for all citizens and not solely drivers. The cost estimate for these intersection improvements is \$3,230,000.		Justification	The City of New Albany is always looking to improve the safety of our roadways and intersections. The current configuration of E. Spring St. effectively bisects the neighborhood along Beharrell Ave. This project will reunite the community, improve safety, improve walkability, improve quality of place and life, all while utilizing a proven safety counter measure that is championed by the FHWA. Furthermore, this project will connect neighborhoods to the North of E Spring Street with the vital community asset that is the Ohio River Greenway.	
County	Floyd	Total Project Cost	\$3,230,000	Open to Public Date	2028
KIPDA ID	NEW	State ID/DES	TBD	Primary Project Type	Intersection Interchange
Existing Travel Lanes	9	Proposed Travel Lanes	5	Turn Lanes Proposed	N/A
Located in EJ Area	No	Equity	This intersection improvement will include several proven safety counter measures to improve the safety of the intersection, which will make the intersection more functional for all users including individuals that walk, bike, or utilize ADA facilities. Furthermore, the section of Spring Street will be put on a road diet in order to provide bicycle facilities, parking, and other amenities for the community which will make this corridor more functional for all citizens and not solely drivers.		
Safety Improvements	Corridor Access Management, Reduced left turn Conflict, Roundabouts, Systemic Lowcost Intersections, Crossing Islands, Separated Bike Lanes, Crosswalk Visibility Elements, Street Lighting, Road Diet		Freight Improvements	No information	
Complete Streets Improvements	Yes	Complete Streets Accommodations	While reconstructing the intersection of E. Spring St. and Beharrell Ave., the long severed neighborhood on either side of Spring Street will be reconnected with marked pedestrian crossings and potentially pedestrian activated signals, if warranted. Furthermore, the stretch of E.Spring St. will receive a road diet to allow for vehicles to park and the extension of bicycle facilities further east.	Multimodal Components / Infrastructure Types / Transit Project Type	Shared use path, trail, sidewalk, striped bikelane
Complete Streets Exemption(s)	N/A		Justification for Complete Streets Exemption(s)	N/A	

Project Score	112	Sponsors history of advancing projects in a timely manner	Little to no issues completing projects in a timely manner.	Willing to provide more than the required local match?	Yes
Program Eligibility (list of eligible programs)	CRP, HSIP, STBG and TA		Justification for Program Eligibility	The City of New Albany is always looking to improve the safety of our roadways and intersections. The current configuration of E Spring St. effectively bisects the neighborhood along Beharrell Ave. This project will reunite the community, improve safety, improve walkability, improve quality of place and life, all while utilizing a proven safety counter measure that is championed by the FHWA. Furthermore, this project will connect neighborhoods to the North of E Spring Street with the vital community asset that is the Ohio River Greenway.	
Federal Funding Requested	Phase		Fiscal Year	Funding	
	Preliminary Engineering		2024	\$ 252,000	
	Right of Way		2025	\$ 400,000	
	Construction		2026	\$ 1,932,000	
	Total			\$ 2,584,000	