Report for

Floyd County Commissioners, Indiana

Thoroughfare Plan Update

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NEEDS IDENTIFICATION

1.01 FLOYD COUNTY OVERVIEW

Floyd County, Indiana (County) hired Strand Associates, Inc.® (Strand) to update the Floyd County Thoroughfare Plan (Plan) that was developed in 2007. This update focuses on several roadways throughout the County and develops preliminary layouts and impacts to bring those roadways up to the typical section first use in the County on Old Vincennes Road. In addition to the review of these corridors, the Thoroughfare Plan update conducted a County-wide crash analysis and completed a general policy review of speed limits, multimodal accommodation, and proposed Indiana Department of Transportation (INDOT) projects. Figure 1.01-1 shows the location of the County within Indiana.

Figure 1.01-1 Floyd County, Indiana

According to the United States Census Bureau, the County had an estimated population of 80,484 in the year 2020. The City of New Albany (New Albany), with a population in 2020 of 37,841 people, is the largest population center in the County. The Town of Georgetown (Georgetown) had a 2020 population of 3,371 people. The Town of Greenville (Greenville) had a 2020 population of 1,365 people. The rest of the County is unincorporated and comprised of rural rolling terrain. The 2019 median household income in the County was $64,468 compared to $56,303 statewide. The County's per capita income in 2019 of $33,478 is higher than the statewide average of $29,777.

1.02 CRASH ANALYSIS

A. Crash Data Evaluation

The crash analysis for the County involved filtering the crash data received and producing Geographic Information System (GIS) heat maps to determine the top ten crash locations within the County. A data filtering process was used to convert crash tables to data that could be coded into GIS for the production and evaluation of the heat maps.

Strand requested and received crash data for the years 2012 through 2019 for the County. The most recent five years of data available, 2015 through 2019, was used for the crash analysis. Two types of data were reviewed and filtered to complete the final GIS data tables. The data filtering completed the following:

1. Removed crashes involving deer or other animals and construction related crashes:

    a. Deer crashes=789 crashes
    b. Other animal crashes=25 crashes
    c. Construction related crashes=291 crashes

2. Removed crashes that did not have latitude or longitude coordinates

    a. 1,755 crashes (11 to 14 percent of total crashes)
    b. Majority were property damage crashes

Once the filtering was complete the 11,366 remaining crashes were loaded into GIS to complete the evaluation. Table 1.02-1 shows a breakdown of crash types in the County.

Crash Type	Overall Number	Percentage of Total
Total crashes	11,366	100
Property damage only crashes	9,672	85.1
Injury crashes	1,659	14.6
Fatal crashes	35	0.3
Occurred on local or County Road	7,098	63
Occurred in New Albany	8,838	78
Lane departure crashes	3.046	27
Run off road crashes	1,372	12
Dark lighting condition crashes	1,158	10
Poor surface condition crashes	2,460	22

Table 1.02-1 Floyd County Crash Statistics

To assist with identifying the top crash locations the following heat maps were developed:

1. Total crashes
2. Injury crashes
3. Fatal crashes
4. Lane departure crashes
5. Run off road crashes
6. Dark lighting condition crashes
7. Poor surface condition crashes

Three sets of heat maps were developed for each category. There is an overall County-wide map, a map that focused in on the area from Georgetown and Greenville through New Albany, and then a third map focused on New Albany. These heat maps are shown in Appendix A.

From the heat map evaluation, a total of 16 intersections in the County were identified as potential top crash locations:

1. Grant Line Road and Chapel Lane
2. Spring Street and Vincennes Street
3. Charlestown Road and Blackiston Mill Road
4. Blackiston Mill Road and Blackiston Boulevard
5. State Street: I-265 to West Street
6. Charlestown Road and Kamer Miller Road
7. Spring Street: Scribner Drive to Bank Street
8. Grant Line Road and Mel Smith Road
9. Charlestown Road and Smithwood Drive
10. Grant Line Road and Mt. Tabor Road
11. Charlestown Road and County Line Road
12. Charlestown Road and Chapel Lane
13. US 150 and Old Vincennes Road
14. Spring Street and Silver Street
15. I-265 and Grant Line Road
16. I-265 and Charlestown Road

The intersections identified above include locations that are within New Albany and intersections that would be the responsibility of the INDOT. When these locations are filtered out, the final list of top crash locations for the County are:

1. Grant Line Road and Chapel Lane
2. Charlestown Road and Kamer Miller Road
3. Grant Line Road and Mel Smith Road
4. Charlestown Road and Smithwood Drive
5. Charlestown Road and County Line Road
6. Charlestown Road and Chapel Lane

The intersection of Grant Line Road and Chapel Lane showed up on several of the heat maps including fatal crashes, injury crashes, lane departure crashes, run-off-the-road crashes, dark lighting condition crashes, and poor surface conditions crashes. The intersections of Charlestown Road and Kamer Miller Road, Grant Line Road and Mel Smith Road, and Charlestown Road and Smithwood Drive all were flagged in the fatal crash analysis. The Charlestown Road and Kamer Miller Road was also flagged for the dark lighting conditions crashes.

B. Potential Mitigation Measures

The final seven crash locations were evaluated to develop potential mitigation measures for the County to consider for implementation. These mitigation measures range from adjusting marking and signing to considering realignment or relocation of roadway and intersection elements.

1. Grant Line Road and Chapel Lane

This intersection was identified in most of the evaluations as a high-crash location. Factors that may contribute to the crashes at the intersection include a vertical curve on Grant Line Road just south of the intersection, a horizonal curve on Grant Line Road just north of the intersection, lack of lighting at the intersection, large intersection skew angle, and high posted speed on Grant Line Road.

Several improvements could be considered for this intersection. Traffic on northbound Grant Line Road has several warning signs for the upcoming curve, railroad crossing, and the potential for slippery conditions, but there is no advance warning of the intersection that is located just beyond the vertical curve. There are also pavement markings on northbound Grant Line Road that are designed to help influence drivers to slow down before they get to the crest of the vertical curve. The geometry of the intersection has Chapel Lane come into the intersection at an acute angle near 70 degrees. This can cause it to be difficult to view traffic coming southbound on Grant Line Road in the short distance between the horizontal curve and the intersection. There is also vegetation that is potentially within the sight triangles of the intersection that may require removal to increase driver visibility. The following provides a list of potential improvement strategies for this intersection:

a. Install advance intersection warning signs on Grant Line Road.
b. Trim vegetation that is located within the sight triangles of the intersection.
c. Install intersection lighting either on a dedicated pole or a power pole adjacent to the intersection.
d. Evaluate flattening the vertical curve on Grant Line Road south of the intersection.
e. Realign Chapel Lane north to reduce the skew angle of the intersection.
f. Provide a northbound right-turn lane on Grant Line Road.

2. Charlestown Road and Kamer Miller Road

The intersection of Charlestown Road and Kamer Miller Road is a traffic signal controlled intersection on the four lane section of Charlestown Road. Directly west of the traffic signal intersection is a tee intersection with stop control along Kamer Miller Road, a driveway, and

St Joseph Road. There is a horizontal curve on Charlestown Road directly north of the intersection. There is currently one streetlight at the intersection in the northwest quadrant. This intersection was flagged for dark lighting conditions crashes in addition to fatal crashes. Below is a list of potential improvement strategies for this intersection.

a. Install additional street lighting at the intersection.
b. Convert the northbound and southbound left-turn lanes to protected-only operation.
c. Convert the Charlestown Road approaches to lane control with a traffic signal head over each lane.

3. Grant Line Road and Mel Smith Road

Grant Line Road and Mel Smith Road is an intersection of two lane roadways with stop control on Mel Smith Road and Durgee Road. It is located at the south end of the tapers for the traffic signal at Security Parkway and Barack Obama Way. Grant Line Road through the intersection is on a straight grade with generally acceptable visibility. Traffic waiting on Durgee Road does have potential vegetation within the intersection sight triangle north of the intersection. The following provides a list of potential improvement strategies for this intersection:

a. Evaluate sight triangles and trim vegetation that is limiting intersection visibility.
b. Provide advance intersection warning signage.
c. Provide supplemental stop signs on Mel Smith Road.

4. Charlestown Road and Smithwood Drive

Charlestown Road and Smithwood Drive is at the far north end of the four-lane Charlestown Road. The intersection has a through lane in each direction of Charlestown Road with a northbound right-turn drop lane and a southbound left-turn bay. The curb radius in the northeast corner of the intersection is tight to the northbound through lane and completely block the northbound right-turn drop lane. There is evidence that the curb in the northeast corner has been struck by vehicles in the past. This intersection was flagged for fatal crashes. Below is a list of potential improvement strategies for this intersection:

a. Provide additional signage for the northbound drop lane.
b. Repaint arrow and only markings on the northbound drop lane.
c. Revise the curb in the northeast quadrant to a larger radius of set back from the through lane.
d. Channelize the northbound right-turn drop lane and shift the stop bar on Smithwood Drive closer to the through lane to improve sight distance for Smithwood Drive traffic.

5. Charlestown Road and County Line Road

Charlestown Road and County Line Road is a traffic signal controlled intersection of two-lane roadways. Each approach has a left-turn bay, and the Charlestown Road approaches have

right-turn bays as well. There is a horizontal curve on Charlestown Road through the intersection. This intersection was flagged for injury crashes. The following provides a list of potential improvement strategies for this intersection:

a. Change left-turn phasing to protected-permitted phasing.
b. Covert the intersection to lane control.
c. Install intersection lighting.

6. Charlestown Road and Chapel Lane

Charlestown Road and Chapel Lane is a traffic signal controlled intersection of two-lane roadways. The Charlestown Road approaches, and the eastbound approach of Chapel Lane have left-turn bays. Southbound Charlestown Road also has a right-turn bay. There is a horizontal curve on Charlestown Road south of the intersection. This intersection was flagged for the total number of crashes. The following a list of potential improvement strategies for this intersection:

a. Change left-turn phasing to protected-permitted phasing.
b. Covert the intersection to lane control.
c. Install intersection lighting.

1.03 POLICY REVIEW

A. Speed Limit Ordinance Review

This evaluation included a review of the current speed limit policies in the County. This was conducted in response to comments received by the County about speeds along roadways within the County and in subdivisions.

Established in 1993, an ordinance of a maximum speed limit of 30 miles per hour (mph) was placed on nonurban roads located in the County, and under the maintained jurisdiction of the Board of Commissioners of the County. The following roads are exempt from the 30-mph maximum speed limit ordinance and were instead allowed a maximum speed limit of 40 mph.

1. Corydon Pike from the corporate limits of New Albany to its intersection with State Road 62.
2. Paoli Pike from its intersection with Luther Road to its intersection with US 150.

A 1998 revision called for the established maximum speed limit for the following road be reduced to 35 mph.

1. Paoli Pike, east from US 150 for 1,000 feet more or less.

In 2011, an ordinance for the following roads, with respective speed limits, was established.

1 Clover Creek Drive from US 150 to Old Vincennes Road–20 mph.
2. Kamer Miller Road at Graceland Church–30mph.
3. Paoli Pike from US 150 to East Luther Road–40 mph then east of there,30 mph.

All speed limit Ordinances were determined after review by County engineers with the safety of the traveling public in mind. The County is empowered to alter the maximum speed limits by the provisions of the Indiana State Code I.C. 9-21-5-3. Any further revision to speed limits could be considered after engineering review. It is recommended that the review includes an evaluation of the 85th percentile speeds on the existing roadways.

The existing speed limit ordinances are included in Appendix B.

B. Bicycle Policy Review

The County does not have a set bicycle policy at this time. We reviewed INDOT standards and used the following for developing the shared-use paths that accompany three roadway corridors in this study.

A shared-use path is a facility used by multiple nonmotorized users, such as bicyclists, pedestrians, in-line skaters, wheelchair users, etc. According to Chapter 51 of the Indiana Design Manual (IDM), because of the variation of different types of users, the minimum paved width is 8 feet with a clear width of 3 feet. A bicycle minimum design speed of 15 mph is required.

The shared pathway and adjacent roadway should have a wide separation to demonstrate separate facilities. Figures 51-7C and 51-7D in the IDM represent the recommended separation for rural shoulder and ditch roads. While figures 51-7E and 51-7F shows the recommended separation for an urban curb and gutter road. Where the desirable separation distance is not met, a traffic barrier, such as a guardrail or concrete wall, will be added. These figures are included in Appendix B.

Safety railing should be added where steep incline/decline are present along the path. A retaining wall can be considered to contain soil and maintain a more consistent slope where needed.

A quality all-weather pavement will be used for the path such as hot mix asphalt (HMA) or portland cement concrete pavement (PCCP). The two type of pavement should be evaluated to determine which is more appropriate for each location by evaluating expected loads and the quality of subsoil.

The recommended minimum pavement cross slope of 2 percent allows for drainage of water across the pathway surface. Where needed, culverts may be placed to allow drainage underneath the pathway. A pedestrian bridge may be added where the pathway crosses a stream with a drainage area of 1 square mile or more.

Where the pathway intersects the road, appropriate signage should be used to warn motorists and pedestrians of the intersection. Detectable warning surfaces should be added in the pathway at intersections to warn visually impaired pedestrians of the intersection in accordance with Americans with Disabilities Act (ADA) requirements.

C. Multimodal Transit Policy Review

Bus transit is currently provided within the County by the Transit Authority of River City (TARC) and serves portions of New Albany with routes into the City of Louisville (Louisville). Route 71 enters Floyd County on I-64 and proceeds to Indiana University Southeast via Grant Line Road. There are also several taxi companies based in Louisville that serve into the County as well as the ride share service Uber.

Potential future expansions of multimodal transit or ride sharing could involve the development of park and ride lots that would allow for carpooling into Louisville and could be served by future bus service expansion. If a suitable location could be located at an interchange along I-265 there is the potential of using the existing bus route to also serve the park and ride.

D. INDOT Capital Project List Review

INDOT maintains a five-year State Transportation Improvement Program (STIP). The state is currently finalizing the STIP for fiscal years 2022 to 2026. Table 1.03-1 shows the projects on the 2022 to 2026 STIP in the County

Route	Work Type	Location	Year
SR 111	Slide correction	6.6 miles south of Budd Road	2022
I-265	Bridge deck replacement	0.89 miles west of I-65 at Admore Lane	2023
I-64	Bridge deck replacement	0.73 miles east of US 150 at Quarry Road	2022
US 150	Intersection improvement with added turn lanes	US 150 and Maple Road	2022/2023
I-265	Bridge deck overlay	0.43 miles east of SR 311	2023
US 150	Bridge thin deck overlay	2.46 miles east of SR 335	2023
US 150	Intersection improvement with added turn lanes	US 150 and Scenic Valley Road/Brush Collage Road	2022 to 2024
I-64	Added travel lanes	US 150 to I-64 and Spring Street interchange	2022/2023
SR 64	Intersection improvement with added turn lanes	SR 64 and Copperfield Drive	2022
SR 335	Small structure replacement	0.82 miles north of US 150	2023
SR 111	Bridge deck overlay	1.25 miles south of SR 62	2023/2024
SR 64	Bridge deck thin overlay	4.32 miles west of I-64	2024
I-64	Bridge deck overlay	Eastbound bridge over Yenowine Road	2022/2023
I-265	Bridge deck overlay	Eastbound bridge over Jacobs Creek	2023/2024
I-265	Bridge deck overlay	Green Valley Road over I-265	2022/2023
VA VARI	Interchange modifications	At ramp junctions with Spring Street, Spring Street from 5th Street to State Street, 5th Street and Washington Place	2022/2025
I-265	Bridge deck overlay	Klerner Lane bridge over I-265	2022/2023
SR 111	Slide correction	0.7 miles south of I-64	2022/2023

Table 1.03-1 INDOT STIP 2022 to 2026

There are 18 projects in the County on the STIP. The majority of the projects are bridge deck overlays; 8 of the 18 projects are focused on the interstates within the County. There is also a large roadway

modification project involving the New Albany end of the I-64 bridge. This may involve a reconfiguration of the ramps on the north end of the bridge. The majority of the funding committed within the County are for fiscal years 2022 through 2024. If there are additional bridges within the County on state routes that require maintenance, they could potentially be evaluated for addition in the last two years of the STIP cycle. The County section of the 2022-2026 STIP is included in Appendix B.

SECTION 2
ROADWAY ALTERNATIVE DEVELOPMENT

2.01 MAJOR THOROUGHFARE ROADWAY EXPANSION

A. Location of Major Thoroughfares

Eight key county road corridors were selected for this planning level analysis to develop an initial picture of potential roadway impacts and opinions of probable construction costs (OPCC). These roadways connect to major routes primarily in the western section of the County. The eight corridors are listed in the following:

1. Chapel Lane (Bugaboo Lane to Payne-Koehler Road)
2. Navilleton Road (US 150 to Chapel Hill Road)
3. Edwardsville-Galena Road (Oaks Road to Old Vincennes Road)
4. Kamer Miller Road/Mel Smith Road (Grant Line Road to Charlestown Road)
5. Coydon Ridge Road (SR 62 to Harrison County Line)
6. Schriber Road (Luther Road to Duffy Road)
7. Buttontown Road (US 150 to Hamby Road)
8. Scottsville Road (Paoli Pike to Floyd Knobs Elementary School)

These corridors are also shown in Figure 2.01-1.

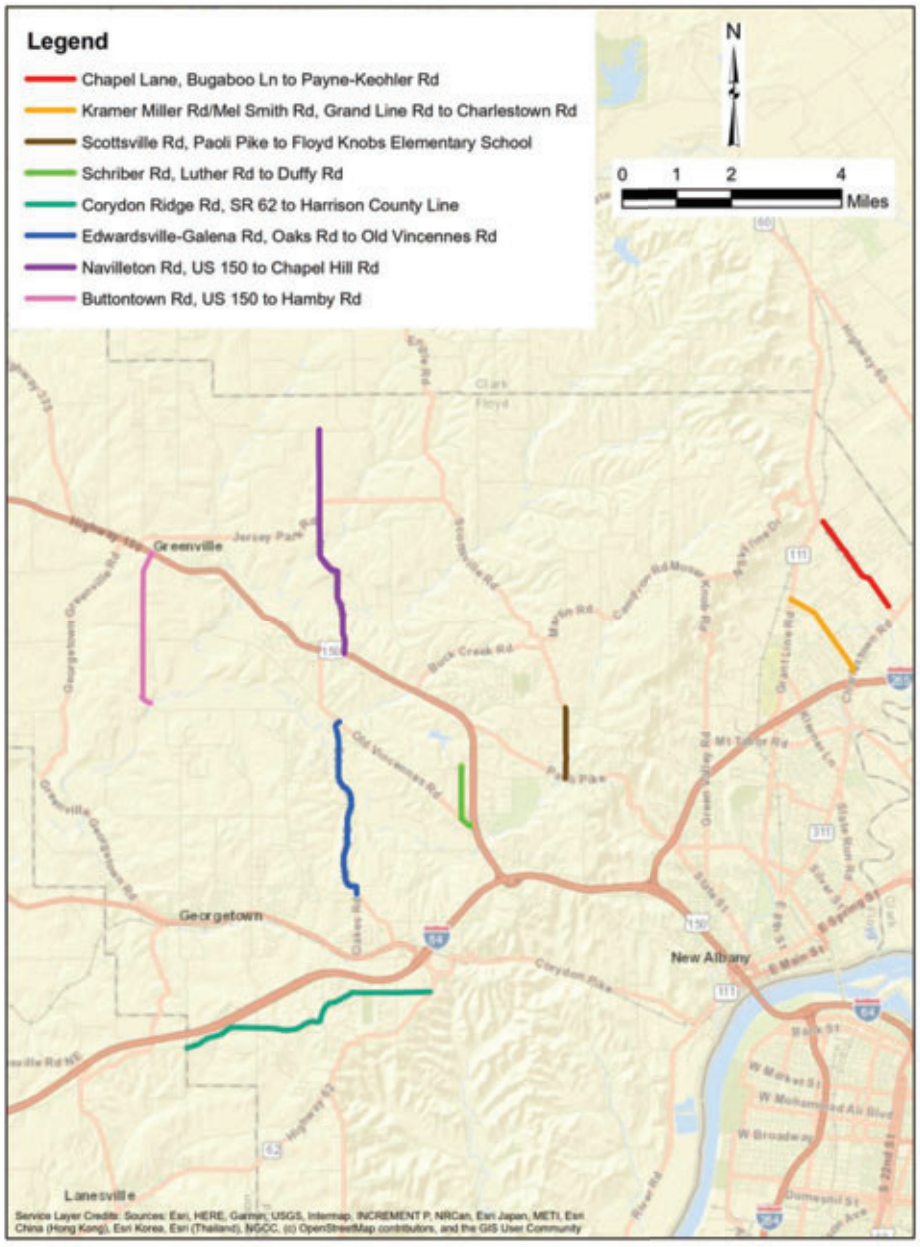


Figure 2.01-1 Location of Major Thoroughfares

B. Roadway Typical Section

Old Vincennes Road was recently reconstrued from approximately 1,800 feet east of Luther Road to Edwardsville-Galena Road. As part of the reconstruction, the County implemented a new roadway typical section that included paved shoulder. The typical section used for Old Vincennes Road is the standard typical section that the County would like to implement on its major thoroughfares. Figure 2.01-2 shows the County-preferred major thoroughfare typical section. The proposed typical section is also shown in Appendix C.

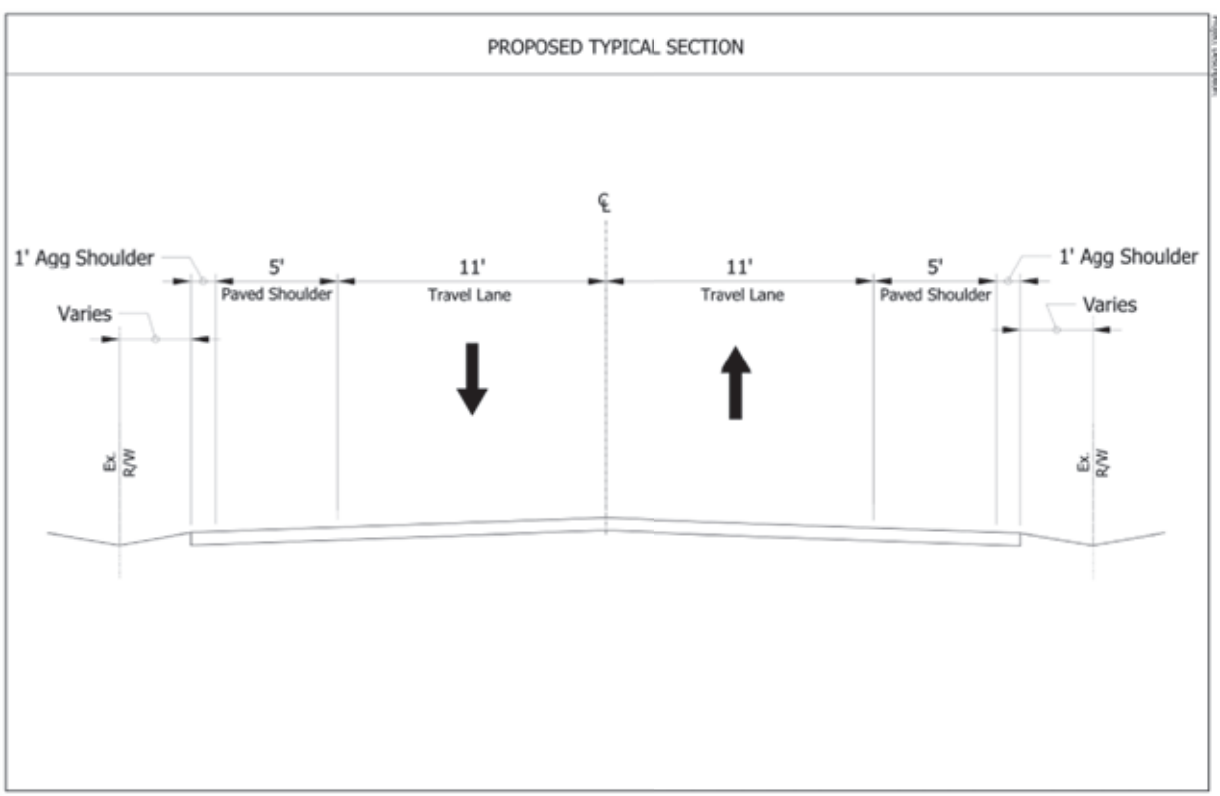


Figure 2.01-2 Preferred Major Thoroughfare Typical Section

The typical section includes 11-foot travel lanes in each direction with a five-foot paved shoulder and 1-foot aggregate shoulder. This section allows for additional space between the travel lane and a drop off from the paved surfaces. The majority of the major thoroughfare roadways within the County have little to no shoulder. The additional shoulder is also useful for larger vehicles like farm implements or trucks turning through sharper corners to be able to operate on the roadway and not overhang into the oncoming lanes of traffic. This typical section was used for the development of the planning level impacts and OPCC for each corridor.

C. Major Thoroughfare Expansion Impacts

For each of the eight corridors, a best fit centerline alignment was developed to current INDOT roadway design standards for the existing speed limits of the roadways. Some of the corridors did not meet current horizontal design guidelines and the drawings developed for this analysis show bringing these curves to current standards. These planning level drawings do not include linework for the intersections and driveways in the corridor, only the typical section through the corridor limits. The impacts identified for the corridors are listed below. The planning level layouts for each corridor are included in Appendix C.

1. Right-of-Way (ROW)

Because of the widened roadway cross section, strip ROW will be required from most parcels for the whole length of each corridor. The width of the strip ROW is generally 10 feet or less from any parcel. A summary of the parcels and acreage needed for each corridor is shown in Table 2.01-1.

Road	Total Parcels	Total Acreage	Average Acreage per Parcel
Chapel Lane	105	24.5	0.2
Navilleton Road	128	58.8	0.5
Edwardsville-Galena Road	141	42.0	0.3
Kramer Miller Road	62	8.6	0.1
Corydon Ridge Road	167	39.0	0.2
Schriber Road	30	41.4	1.4
Buttontown Road	112	56.2	0.5
Scottsville Road	86	36.0	0.4

Table 2.01-1 Estimated Parcels and Acreage per Parcel Required

A summary of the types of properties each parcel represents is shown in Table 2.01-2. Residential properties are privately owned. Commercial properties are open to the public and represented as businesses or nonprofit organizations. Agricultural land is farmland used for the purpose to grow crops or raise farm animals.

Road	Residential	Commercial	Agricultural
Chapel Lane	98	2	5
Navilleton Road	100	8	20
Edwardsville-Galena Road	124	5	12
Kramer Miller Road	54	8	0
Corydon Ridge Road	160	2	5
Schriber Road	20	5	5
Buttontown Road	97	4	11
Scottsville Road	70	13	3

Table 2.01-2 Estimated Breakdown of Property Types Impacted

2. Utilities

Strand received preliminary utility data from the County for review and also completed windshield surveys to put together a preliminary list of potentially impacted utilities for each corridor. The types of utilities that were preliminarily identified for each corridor are marked with a X in Table 2.01-3. This list is preliminary and more in-depth utility coordination will be required for each corridor during the design process to confirm utility impacts.

Road	Electric	Cable	Water/ Sewer	Inlets	Fire Hydrant	Gas	Manhole
Chapel Lane	X	X					
Navilleton Road	X	X					
Edwardsville-Galena Road	X	X	X			X	
Kramer Miller Road	X	X					
Corydon Ridge Road	X	X				X	
Schriber Road	X	X		X			
Buttontown Road	X	X				X	
Scottsville Road	X	X	X	X	X	X	X

Table 2.01-3 Summary of Potentially Impacted Utilities

D. OPCC

An Opinion of Probable Construction Costs (OPCC) was developed for each preliminary corridor. The major item quantities used for the OPCC were developed from the corridor preliminary layouts. The INDOT BidTabs tool was used to compute the OPCC value. Because of the planning level nature of this evaluation, a 30 percent contingency was added to each estimate. Table 2.01-4 shows a summary of cost for each corridor project. A detailed OPCC estimate is provided in Appendix D for each alternative.

Road	Estimate	30% Contingency	Total
Chapel Lane	$6.2 million	$1.9 million	$8.1 million
Navilleton Road	$8.0 million	$2.4 million	$10.4 million
Edwardsville-Galena Road	$6.3 million	$1.9 million	$8.2 million
Kramer Miller Road	$4.2 million	$1.3 million	$5.5 million
Corydon Ridge Road	$7.8 million	$2.4 million	$10.2 million
Schriber Road	$2.9 million	$0.9 million	$3.8 million
Buttontown Road	$5.4 million	$1.6 million	$7.0 million
Scottsville Road	$3.4 million	$1.0 million	$4.4 million

Table 2.01-4 Thoroughfare Planning Level OPCC

Several of the corridors also have structures that may need to have work completed to accommodate the new roadways such as bridge replacement or bridge widening. The planning level costs for these portions of the improvements were developed using average cost per square foot of bridge deck for the different structure treatments. A 30 percent contingency was added to the estimated costs for the bridge work due to the preliminary nature of the estimates. Table 2.01-5 shows a summary of potential structure costs for the corridors where structure work was identified.

Road	Estimate	30% Contingency	Total
Chapel Lane–Bridge Replacement	$212,000	$64,000	$276,000
Chapel Lane–Bridge Widening and Overlay	$129,000	$39,000	$168,000
Navilleton Road–Bridge Replacement (Two Structures)	$1,244,000	$373,000	$1,617,000
Edwardsville-Galena Road–Bridge Replacement	$1,250,000	$375,000	$1,625,000
Edwardsville-Galena Road–Bridge Widening	$174,000	$52,000	$226,000
Scottsville Road–Bridge Replacement	$422,000	$127,000	$549,000

Table 2.01-5 Thoroughfare Planning Level OPCC–Structure Costs

2.02 NEW ROUTE EVALUATION

The County desired to have an analysis of potential new roadway routes connecting US 150 with SR 64 to provide enhanced connectivity between these two major roadways in the western portion of the County. The routes considered used a variety of existing roadway corridors and new alignments. Four potential route options were evaluated and are discussed below. Figure 2.02-1 shows the location of the potential routes. A map of the alternate routes is also included in Appendix E.

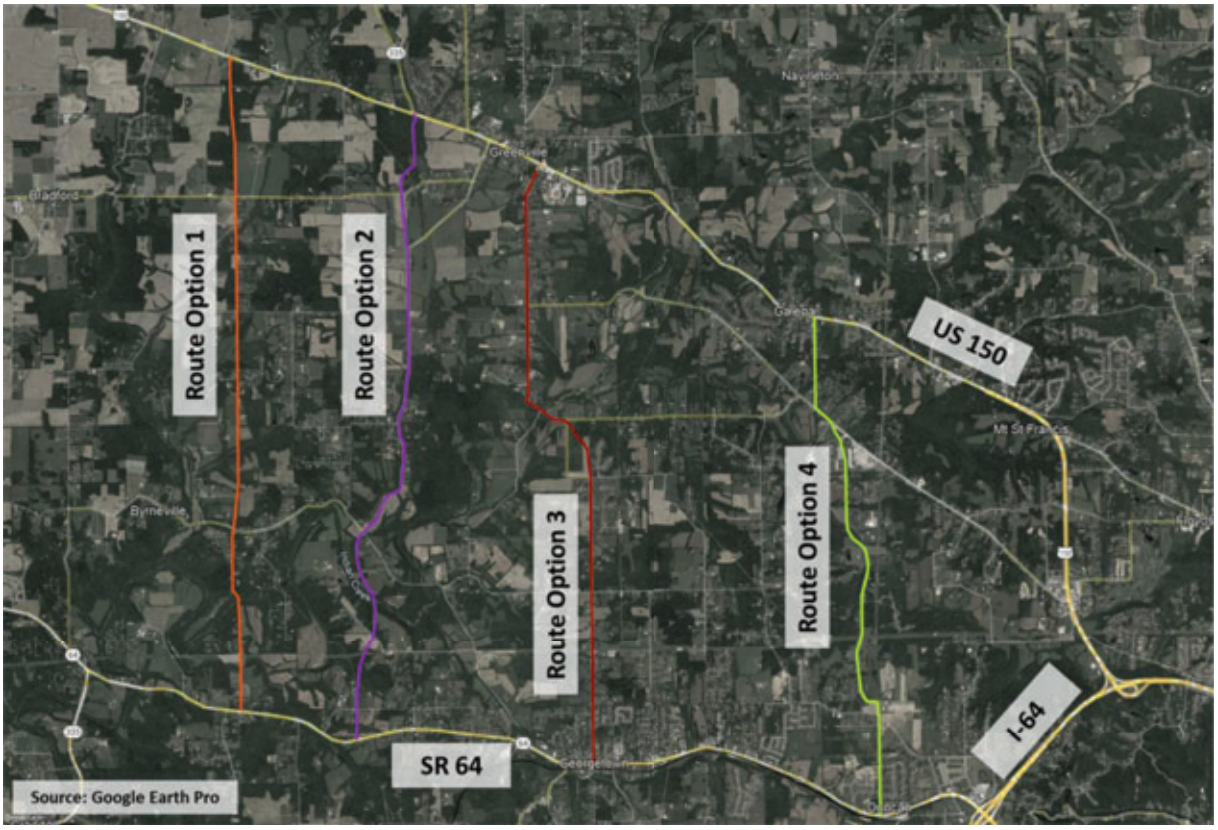


Figure 2.02-1 Potential New Connection Routes

The potential routes are listed below is order from west to east. As the routes move east and closer to the population centers, it could be anticipated that they will have larger draws for traffic due to providing a more convenient routings. Potential future expansion with connections to larger roadways such as I-64 would impact the anticipated usage of any new route as well.

A. Route Option 1–Orange

This roadway option is mostly located on the border of Harrison County and the County. Approximately two miles of the southern section is located in Harrison County. Coordination with Harrison County would be necessary.

1. Description of Route Option 1–Orange starting at SR 64:

    a. Follow Pleasant Valley Road north from SR 64.
    b. Continue off alignment through the woods across Indian Creek to connect to George Southern Road.
    c. Follow George Southern Road to East Whiskey Run Road.
    d. Continue off alignment north through fields and woods to Hyatt Martin Road.
    e. Follow Hyatt Martin Road approximately 0.16 miles then continue off alignment north through fields and woods to Coen Road.
    f. Follow Coen Road to the tee intersection at Bradford Road then continue off alignment north through fields and woods until connecting to US 150.

This route provides the furthest west connection of US 150 and SR 64. It is a fairly straight north-south connection that uses a fair amount of new alignment roadway.

B. Route Option 2–Purple

This option crosses through mainly farmland and wooded areas so the commercial and residential locations will be largely undisturbed during construction. Coordination with Harrison County is necessary for the southernmost quarter mile of the route. This route has the possibility to connect further south to I-64 using the Lanesville Road interchange.

1. Description of Route Option 2–Purple starting at SR 64:

    a. Start approximately 0.3 miles east of Gun Club Road on SR 64.
    b. Continue off alignment north through fields and wooded area for approximately 0.7 miles before making a large S curve to avoid buildings and wetlands near Malinee Ott Road.
    c. Connects to Georgetown Greenville Road at Byrneville Road and follow Georgetown Greenville Road for approximately 2.7 miles.
    d. Continue north off alignment through farm fields and woods near Bradford Road and connect to US 150 at the intersection of SR 335.

This route could serve to become a convenient connection from the US 150 and SR 335 intersection to I-64 if this route were to be expanded south. As this route follows Georgetown Greenville Road for a significant portion of its length there is less disturbance to existing farmland and woods. Some horizontal alignment improvements would likely be required for Georgetown Greenville Road.

C. Route Option 3–Maroon

Route option 3 uses the most amount of existing road ROW, which could lead to lower environmental impacts. Because of road widening, it will still likely require significant ROW, however it will serve to impact existing farmland and woods less.

1. Description of Route Option 3–Maroon starting at SR 64:

    a. Follow Kepley Road to the tee intersection of Carter Road and Ernsberger Road.
    b. Continue off alignment northwest through farm fields to the intersection of John Pectol Road and Carter Road.
    c. Continue along John Pectol Road to Evans Road.
    d. Continue along Evans Road to Buttontown Road until the intersection with US 150.

This route provides a direction connection from Georgetown to Greenville using mostly existing road ROW. There could be push back on this route from local residents as several homes are located along Kepley Road for a majority of its length. Some horizontal alignment changes would be evaluated along the south side of Evans Road due to several sharp curves.

D. Route Option 4–Lime

This road option connects many houses along Edwardsville-Galena Road. Highland Hills Middle School and Floyd Central High School have entrances within the vicinity of this road. Lower speed limits and added turn lanes will need to be considered around the location of the schools near the intersection of Edwardsville-Galena Road and Old Vincennes Road.

1. Description of Route Option 4–Lime starting at SR 64:

    a. Follow Oakes Road to Edwardsville-Galena Road.
    b. Continue on Edwardsville-Galena Road to Old Vincennes Road.
    c. Reconfigure Edwardsville-Galena Road and Old Vincennes Road intersection.
    d. Continue on Old Vincennes Road continue to western intersection with Edwardsville-Galena Road
    e. Continue on Edwardsville-Galena Road to intersection with US 150.

This route would likely see the highest initial volume usage because of the use of existing roadways and connections to school and communities. There are residences along the majority of the route and there may be some resistance if traffic volumes would be increased. This route will not cause significant impact to farmland or undeveloped woods due to the use of existing roadways.

Table 2.02-1 shows the estimated number of parcels that may be impacted from each roadway alignment alternative.

Road Option	Corridor 1–Orange	Corridor 2–Purple	Corridor 3–Maroon	Corridor 4–Lime
Estimated Parcel Count	70	137	204	248

Table 2.02-1 Estimated Impacted Parcel Count

2.03 MULTIMODAL PROJECT IMPROVEMENTS

A. Location of Multimodal Corridors

Three of the thoroughfare corridors were also selected to evaluate for potential multimodal improvement to provide an off-road bicycle and pedestrian connection. The three corridors that were evaluated are:

1. Edwardsville-Galena Road (Path from Floyd Central High School to Highland Hills Middle School)
2. Kamer Miller Road (Charlestown Road to Chapel Lane)
3. Scottsville Road (Paoli Pike to Floyd Knobs Elementary School)

These corridors are excellent opportunities for pedestrian connectivity and would benefit from added sidewalks and shared pathways. The two routes near school areas will improve connectivity to and between the school to provide an alternate to vehicle trips to the schools. The location of the multimodal corridors is shown in Figure 2.03-1.

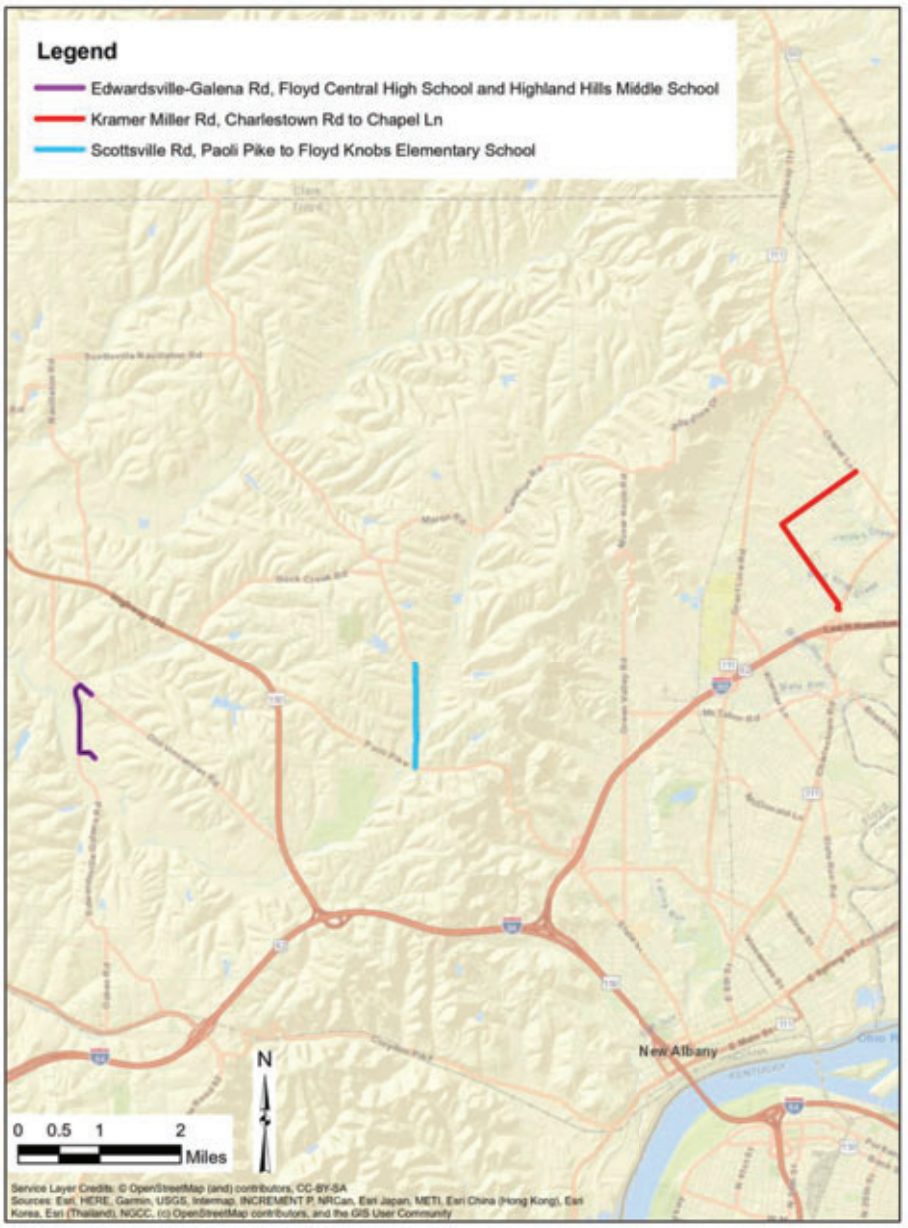


Figure 2.03-1 Location of Multimodal Corridors

B. Multimodal Improvement Impacts

The preliminary multimodal improvements were designed following the procedures outlined in Section 1.03. The layout for each off roadway path was set up to follow the terrain as best as possible. Some areas required the path to change sides of the road due to steep slopes or building obstructions. The layouts for the multiuse paths are provided in Appendix C.

The Scottsville Road path is required to cross Scottsville Road twice. Buildings in the northeast quadrant of the Brush Collage Road and St. Mary's Road intersection requires the path to change from the east to the west side of the road. This is shown in Figure 2.03-2. At Floyd Knobs Elementary School, the path has to cross back from the west side to the east side to serve the school. This is shown in Figure 2.03-3.

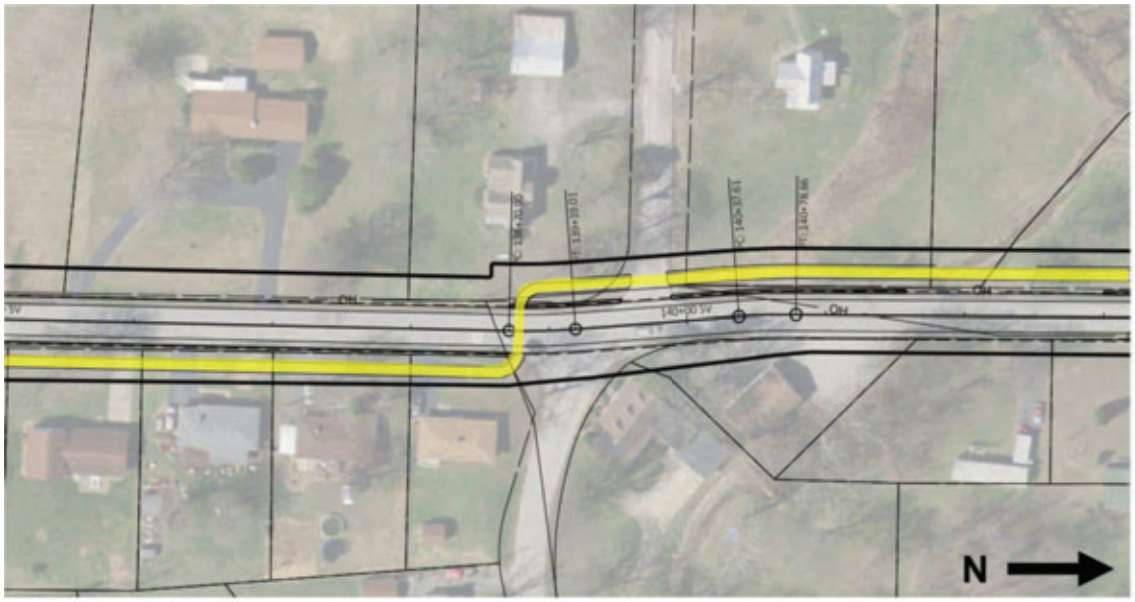


Figure 2.03-2 Multiuse Path at Brush College Road

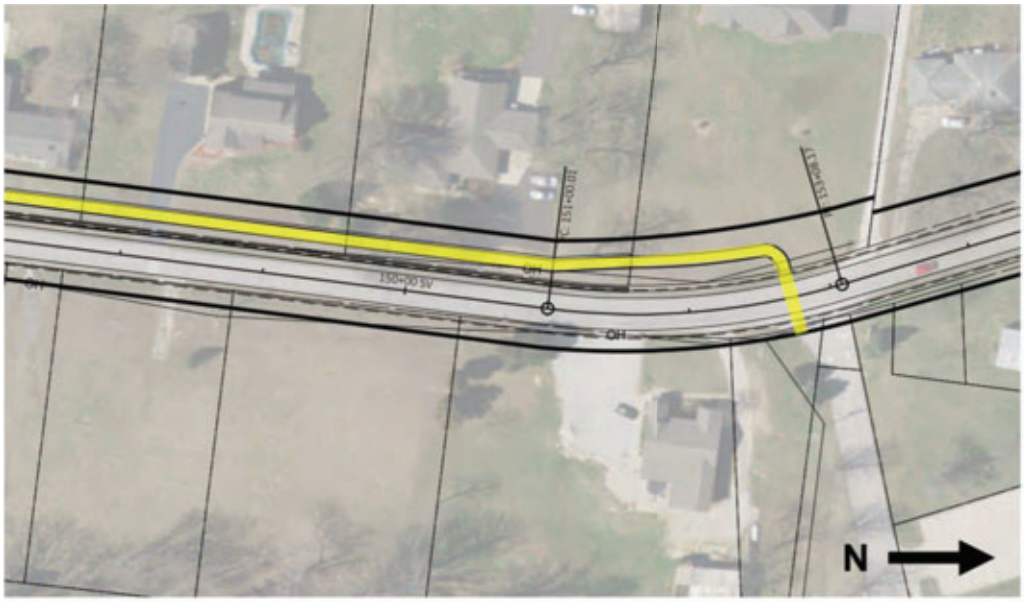


Figure 2.03-3 Multiuse Path at Floyd Knobs Elementary School

1. ROW

The off roadway paths require additional ROW for implementation. Table 2.03-1 represents the additional parcels and acreage needed for these pathways.

Road	Additional Parcels	Additional Acreage
Edwardsville-Galena Road	6	3.8
Kramer Miller Road	35	18.8
Scottsville Road	3	11.4

Table 2.03-1 Additional Parcels and Acreage Needed for Pathways

2. Utilities

The preliminary list of impacted utilities on these multiuse project corridors is similar to what was identified for the overall corridor projects. Table 2.03-2 shows an indication of which utilities are present and potentially impacted by the multiuse trail projects.

Road	Electric	Cable	Water/ Sewer	Inlets	Fire Hydrant	Gas	Manhole
Edwardsville-Galena Road	X	X	X			X	
Kramer Miller Road	X	X					
Scottsville Road	X	X	X	X	X	X	X

Table 2.03-2 Summary of Potentially Impacted Utilities

C. Opinions of Probable Construction Costs

An OPCC was developed for each multimodal improvement corridor. The major item quantities used for the OPCC were developed from the preliminary layouts. The INDOT BidTabs tool was used to compute the OPCC value. Due to the planning level nature of this evaluation a 30 percent contingency was added to each estimate. Table 2.03-3 shows a summary of cost for each multimodal project. A detailed OPCC estimate is provided in Appendix D for each alternative.

Road	Estimate	30% Contingency	Total
Edwardsville-Galena Road	$0.8 million	$0.3 million	$1.1 million
Kramer Miller Road	$2.9 million	$0.9 million	$3.8 million
Scottsville Road	$2.8 million	$0.8 million	$6.6 million

Table 2.03-3 Cost of Multimodal Corridors

2.04 LOWER VOLUME ROADWAY PLANNING LEVEL COSTS

Not all roadways within the County will require reconstruction to the standard typical section that is being applied to the major thoroughfares that are evaluated within this document. These lower volume roadways within the County could have improvements completed that will provide usable shoulder areas without creating the impacts that the major thoroughfare section causes.

For these lower volume roadways, we developed an estimate of a per mile cost of adding a 2-foot aggregate shoulder on both sides of the roadway. The shoulder was assumed to have a depth of 1 foot. The estimate included costs for mobilizing equipment to the project, the excavation and stone costs, and a 20 percent contingency. Table 2.04-1 shows a breakdown of the OPCC for adding a 2-foot aggregate shoulder per mile of roadway.

Item	Quantity per Mile	Unit Cost	Total
Mobilization and Demobilization	1 LS	5 % of total	$4,815
Excavation Common	783 cy	$53/cy	$41,499
Compacted Aggregate No. 53	1,566 Tons	$35/T	$54,810
Subtotal			$101,124
20% Contingency			$20,225
Total			$121,349

LS=lump sum; cy=cubic yard; T=tons

Table 2.04-1 Shoulder Aggregate OPCC per Mile of Roadway

The estimate of $121,500 per mile of roadway to add a 2-foot aggregate shoulder does not include provisions for real estate costs. There are locations on some of the County roadways where a small improvement such as adding a 2-foot shoulder could result in the need to acquire ROW and this would raise the costs of improving that section of roadway. There are also areas within the County where there are trees that could potentially be impacted by adding a 2-foot shoulder and grading the slopes appropriately. Any additional costs for impacts to trees could cause the per mile cost of an improvement to increase.

SECTION 3
IMPLEMENTATION AND NEXT STEPS

3.01 MEETINGS AND OUTREACH

The preliminary results of the thoroughfare update were presented to the County Commissioners on October 19, 2021. At the meeting, the results of the crash analysis were discussed as well as the preliminary corridor layouts and OPCC for the eight selected corridors. At the meeting, the Commissioners requested an evaluation of improvement costs for the lower volume roadways. This is presented in the previous Section 2.04 of this report. The PowerPoint presentation that was delivered at that meeting is included in Appendix F.

Before finalization of this document, the full results of the crash analysis and potential improvements and the corridor results will be presented to the County Commissioners. This section will be updated to reflect the discussion at the final presentation of the materials.

3.02 PROJECT IMPLEMENTATION

The implementation of projects discussed in this Plan will depend on the identification and development of funding sources. There are several funding options available to the County to create a financing package that will provide the needed funds. These primary local funding sources were discussed in the 2007 Thoroughfare Plan and are still applicable. This section seeks to identify other potential funding sources that could be used for individual projects. Not all of the funding sources identified will be viable, either from a financial or political standpoint.

A. Highway Safety Improvement Program

INDOT administers the federal Highway Safety Improvement Program (HSIP) within the state. This is funding that is meant to address safety deficiencies identified on state and local routes. The intersections identified in the crash evaluation could potentially qualify for HSIP funding depending on the cost of the improvements and the crash benefits the improvements will create.

INDOT has guidance for local governments to apply for HSIP funding. Each project will need to qualify individually if it is to receive funding. The evaluation in this report will serve as the beginning of the methodical process to establish safety needs. More detailed evaluation and crash diagrams within a Road Safety Audit is required to be completed to identify the final solutions for any individual project at a high crash area. The call for projects and evaluation of the HSIP application completed by the County would initially happen through the Kentuckiana Regional Planning and Development Agency (KIPDA). HSIP applications can be submitted at any time, but INDOT formally request project applications two times per year.

B. Bipartisan Infrastructure Law

The Bipartisan Infrastructure Law included significant funding for surface transportation improvements that could be used by local governments to address roadway and safety deficiencies. There are many programs that received funding through this bill that may apply to the projects identified in the document.

1. Rebuilding American Infrastructure Sustainably and Equitably (RAISE) Grants

This program provides funding for road, rail, transit, and other surface transportation of local and/or regional significance. Selection criteria include safety, sustainability, equity, economic competitiveness, mobility, and community connectivity. The bill provided $7.5 billion in additional funding to this program. The next round of applications for this program will open in the first quarter of 2022.

2. Safe Street and Roads for All

This is a new program with $5 billion in funding that is provided directly to and exclusively for local governments to support efforts to advance “vision zero” plans or other complete streets improvements that are intended to reduce crashes and fatalities. Applications for this program are anticipated to open in May 2022.

3. Rural Surface Transportation Grant

This is a new program with $2 billion in funding to improve and expand surface transportation in rural areas. Goals of this program include increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth. Applications for this program are anticipated to open in the first quarter of 2022.

APPENDIX A
CRASH ANALYSIS

TOTAL CRASHES

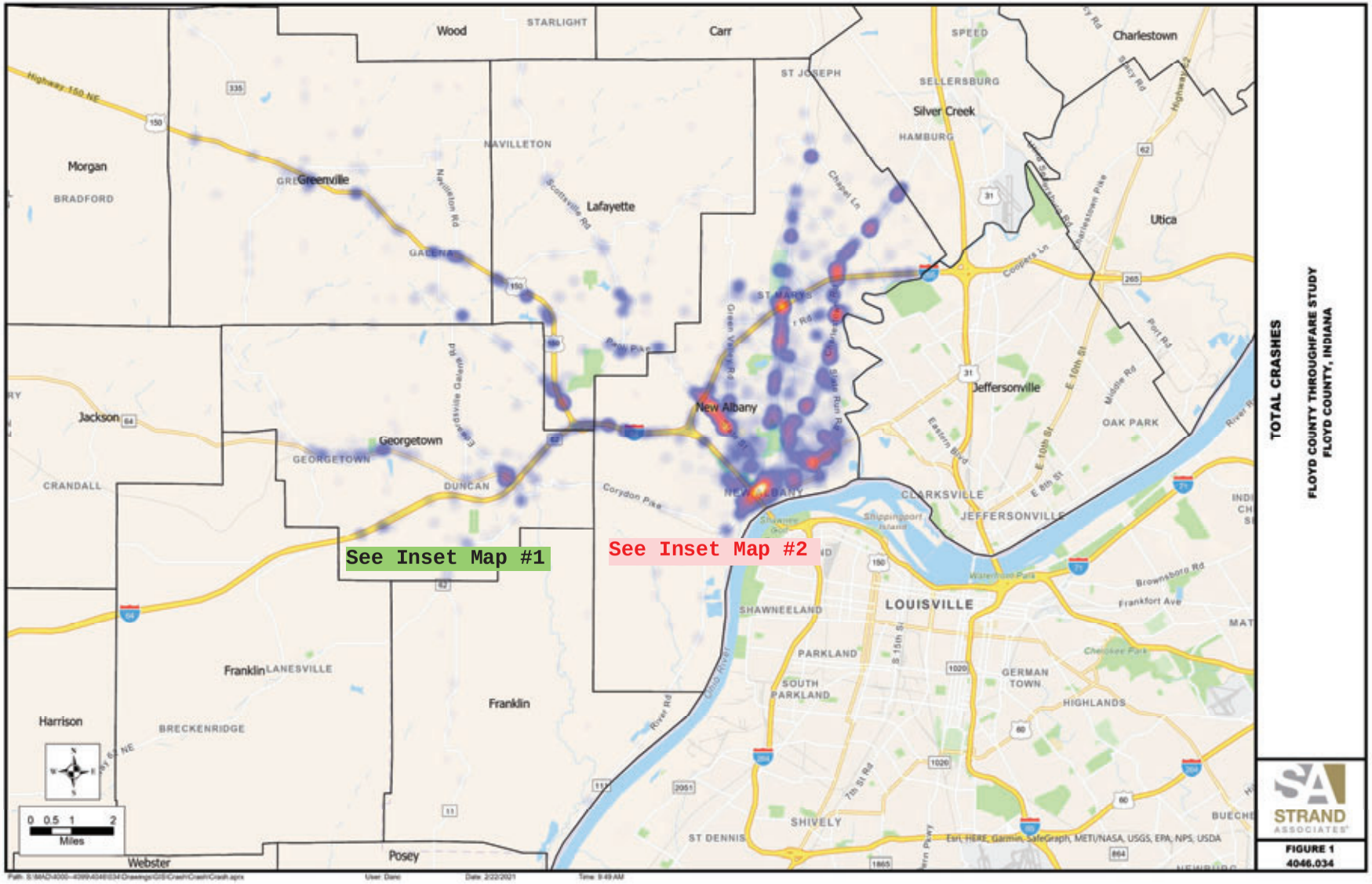
11,366 Total crashes

By Severity:
PDO = 9,672 (85.1%)
Injury = 1,659 (14.6%)
Fatal = 35 (0.3%)

By Township:
New Albany = 8,838 (78%)
Georgetown = 993 (9%)
Lafayette = 905 (8%)
Greenville = 574 (5%)
Franklin = 56 (<1%)

By Roadway Class:
Local Road = 5,849 (52%)
County Road = 1,249 (11%)
Interstate = 1,246 (11%)
US Route = 612 (5%)
State Road = 603 (5%)
Unknown = 1,807 (16%)

Notes:
- Map and calculations = 2015-2019 mapped data
- Total crashes includes all crash severities
- PDO = "Property Damage Only" severity



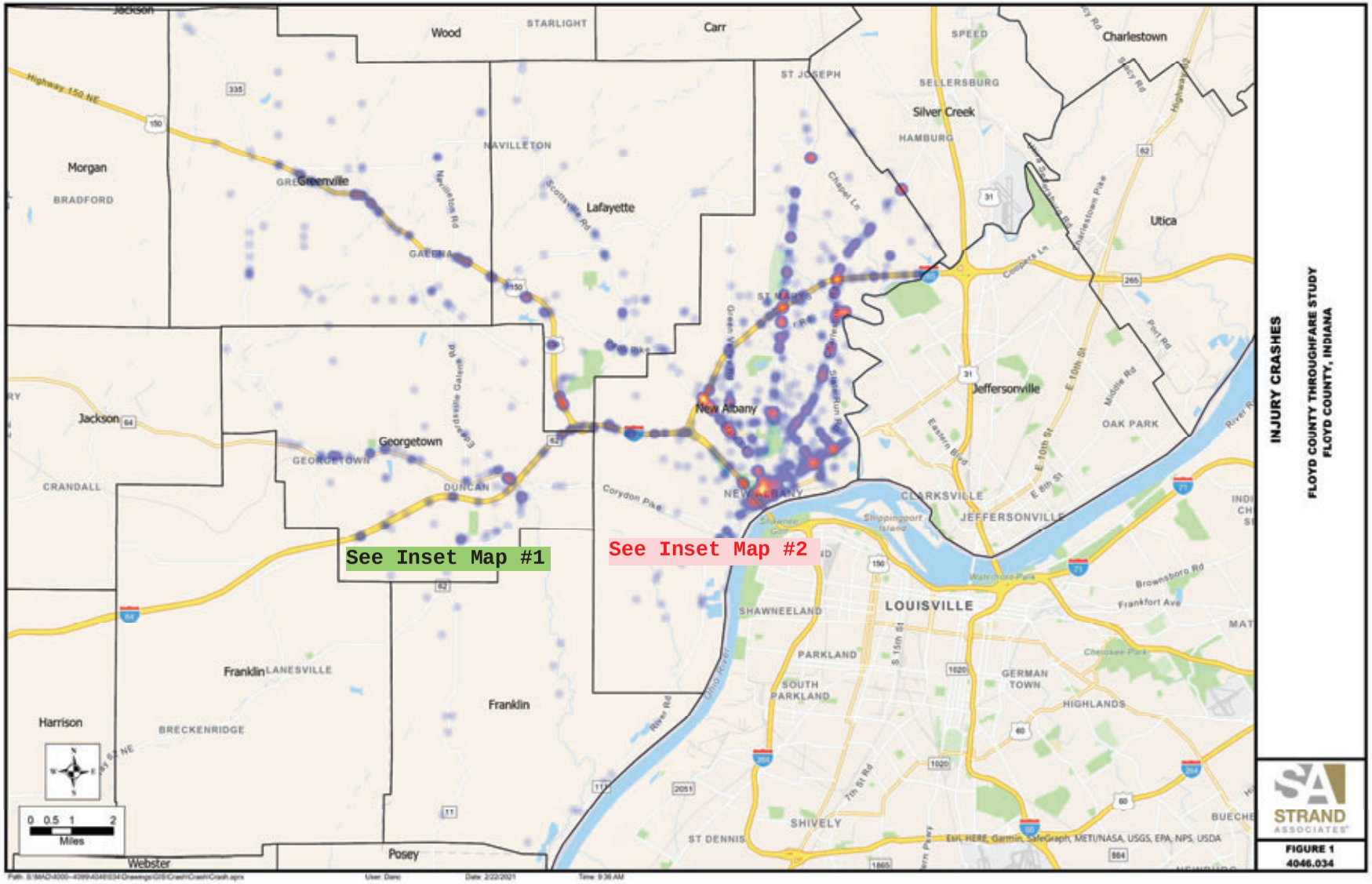
INJURY CRASHES

1,659 Injury crashes (15%)

By Township:
New Albany = 1,212 (73%)
Georgetown = 163 (10%)
Lafayette = 153 (9%)
Greenville = 115 (7%)
Franklin = 16 (1%)

By Roadway Class:
Local Road = 909 (55%)
County Road = 223 (13%)
Interstate = 207 (13%)
US Route = 126 (8%)
State Road = 137 (8%)
Unknown = 57 (3%)

Notes:
- Map and calculations = 2015-2019 mapped data
- Injuries are not broken down by injury severity (serious, minor, possible) based on available data



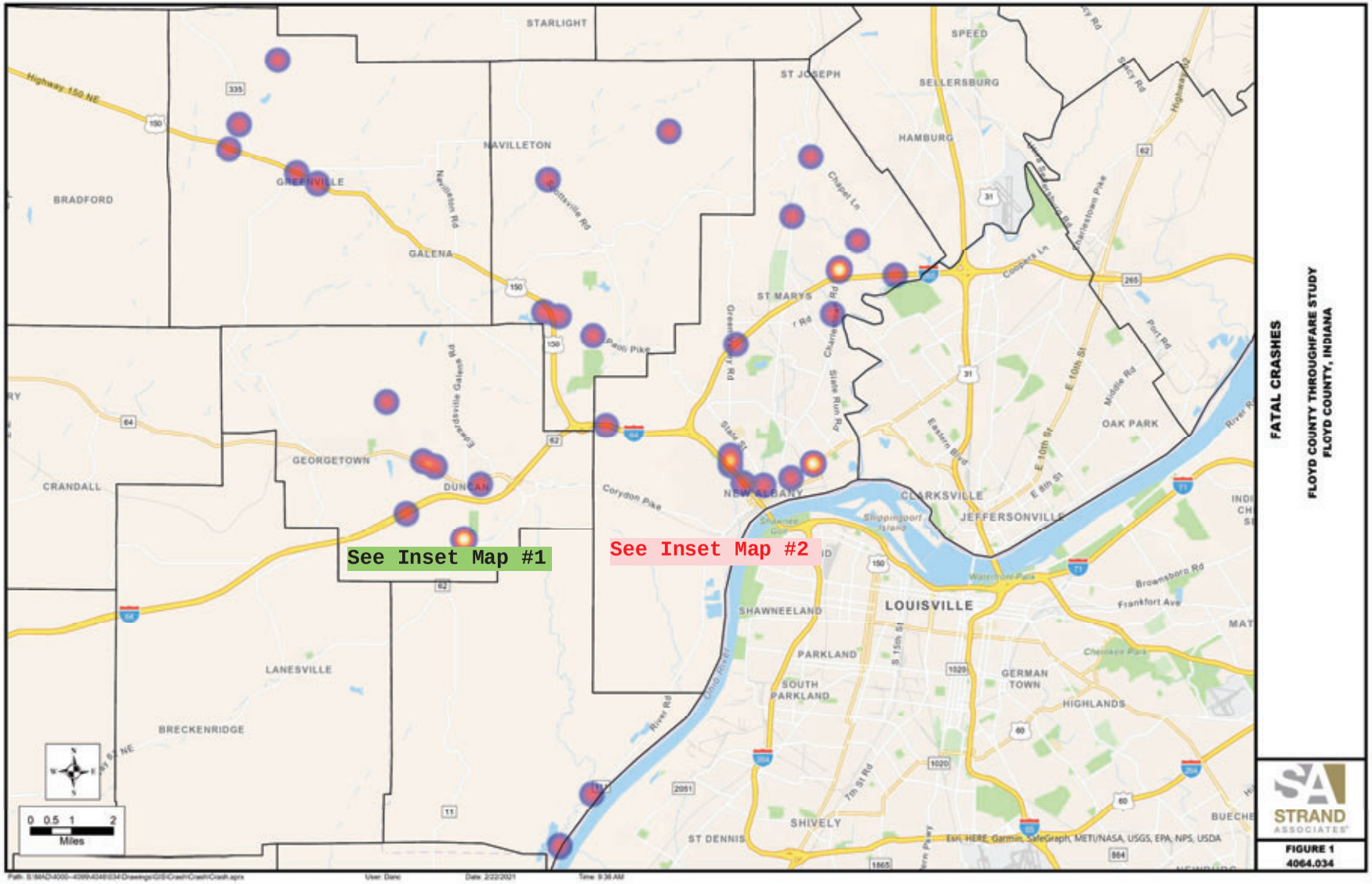
FATAL CRASHES

35 Fatal crashes (0.3%)

By Township:
New Albany = 16 (46%)
Georgetown = 8 (23%)
Greenville = 5 (14%)
Lafayette = 4 (11%)
Franklin = 2 (6%)

By Roadway Class:
Local Road = 12 (34%)
County Road = 5 (14%)
Interstate = 5 (14%)
US Route = 4 (11%)
State Road = 9 (26%)
Unknown = 0 (0%)

Notes:
- Map and calculations = 2015-2019 mapped data
- Fatal crash = fatal injury at crash site or person in a crash dies within 30 days from their injuries.



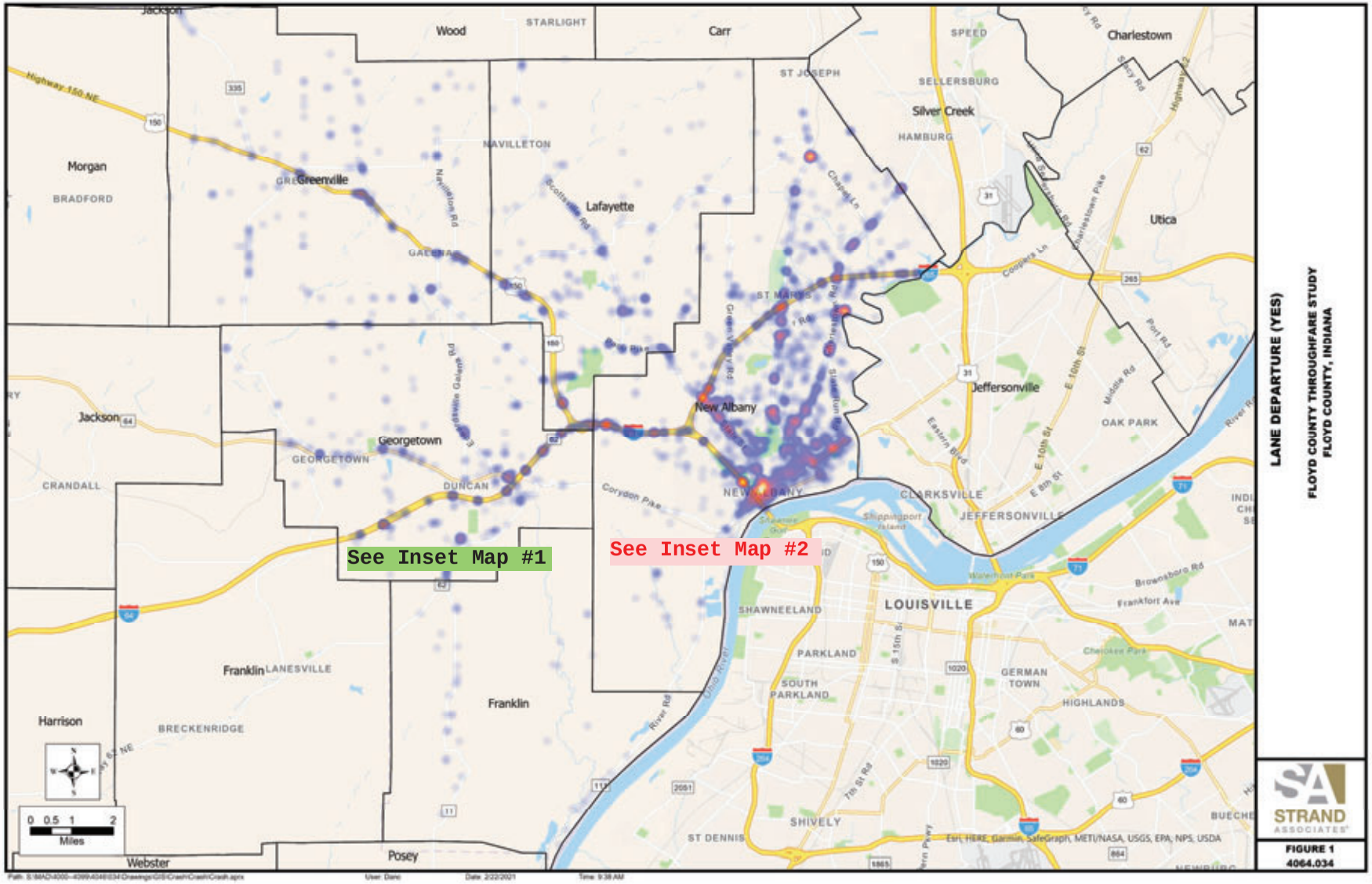
LANE DEPARTURE CRASHES

3,046 Lane Departure crashes (27%)

By Severity:
PDO = 2,520 (82.7%)
Injury = 507 (16.6%)
Fatal = 19 (0.6%)

By Crash Type:
Run-off-Road = 1,372 (45%)
SS-Same = 1,107 (36%)
SS-Opposite = 299 (10%)
Head-on = 268 (9%)

Notes:
- Map and calculations = 2015-2019 mapped data
- "Lane Departure" crash identified as head-on, sideswipe (same or opposite direction), or run-off-road collisions.

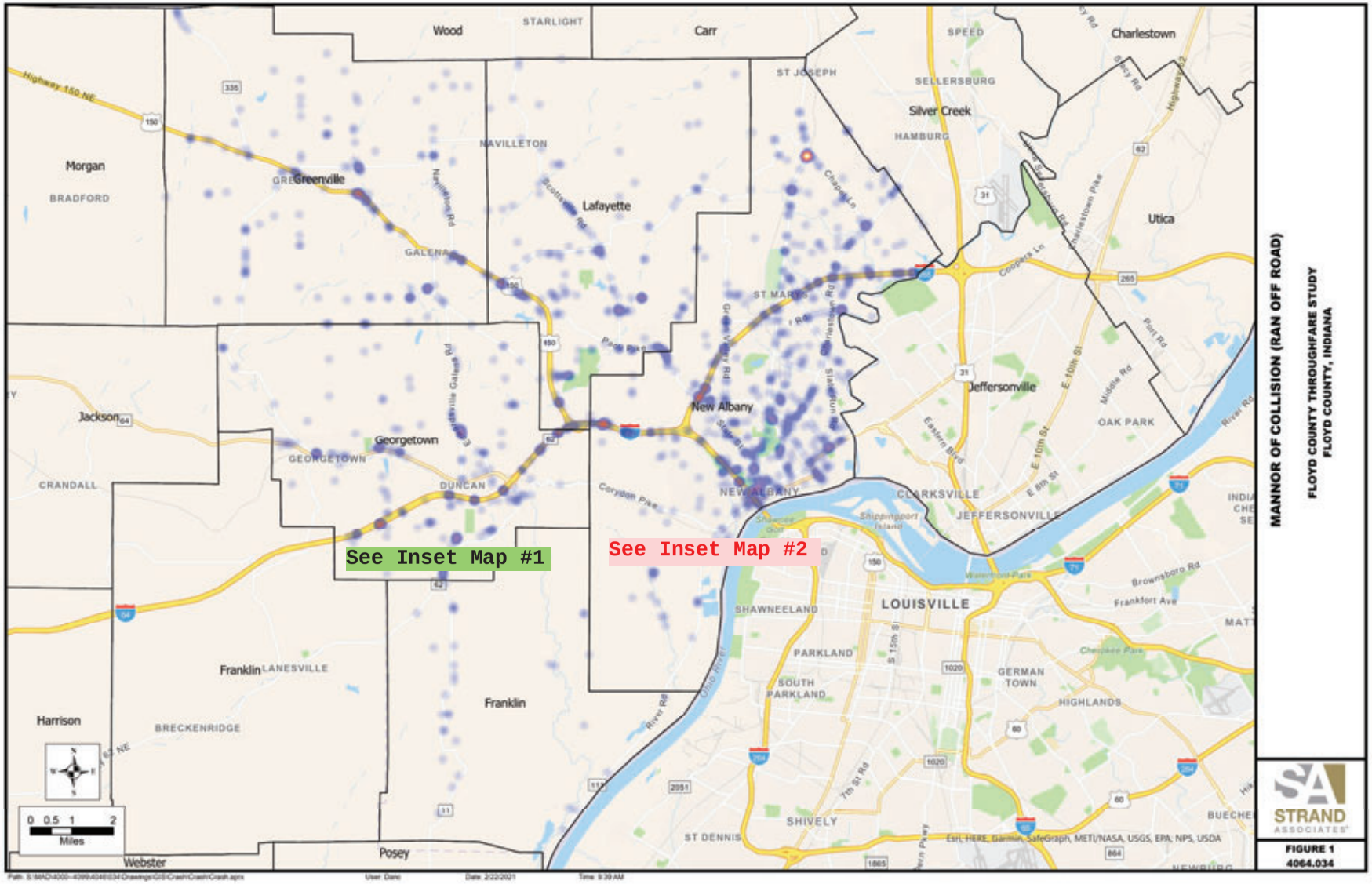


RUN OFF ROAD CRASHES

1,372 Run-off-Road crashes (12%)

By Severity:
PDO = 1,047 (76.3%)
Injury = 316 (23.0%)
Fatal = 9 (0.7%)

Surface Conditions:
Dry = 902 (65.7%)
Wet = 345 (25.1%)
Snow/Slush = 57 (4.2%)
Icy = 52 (3.8%)
Standing Water = 13 (0.9%)
All other = 3 (<0.3%)



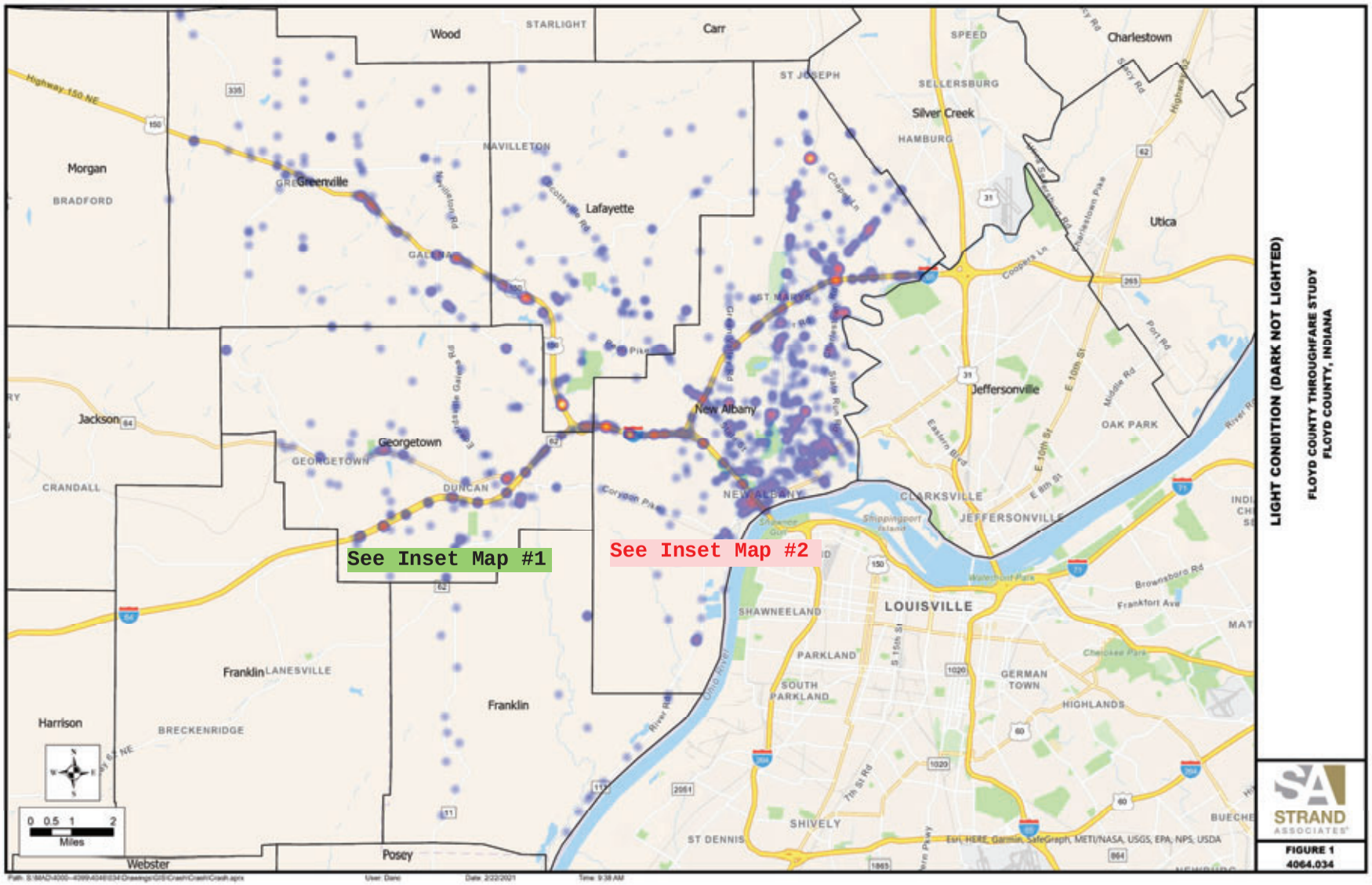
Notes:
- Map and calculations = 2015-2019 mapped data

DARK LIGHTING CONDITIONS

1,158 Dark Not Lighted crashes (10%)

By Severity:

PDO = 941 (81.3%)
Injury = 206 (17.8%)
Fatal = 11 (0.9%)



Notes:

- Map and calculations = 2015-2019 mapped data

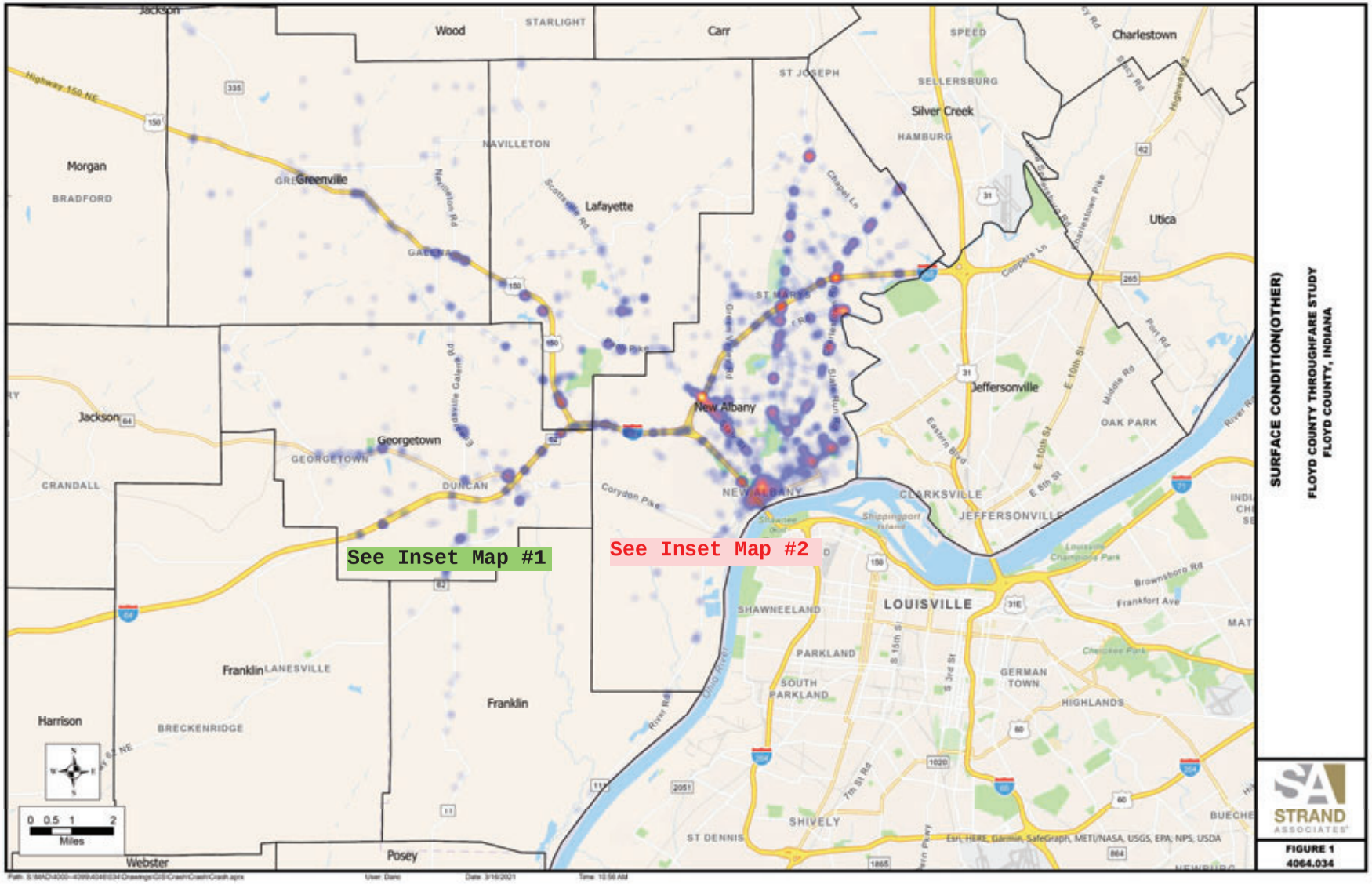
POOR SURFACE CONDITIONS

2,460 Crashes w/ Poor Surface Conditions (22%)

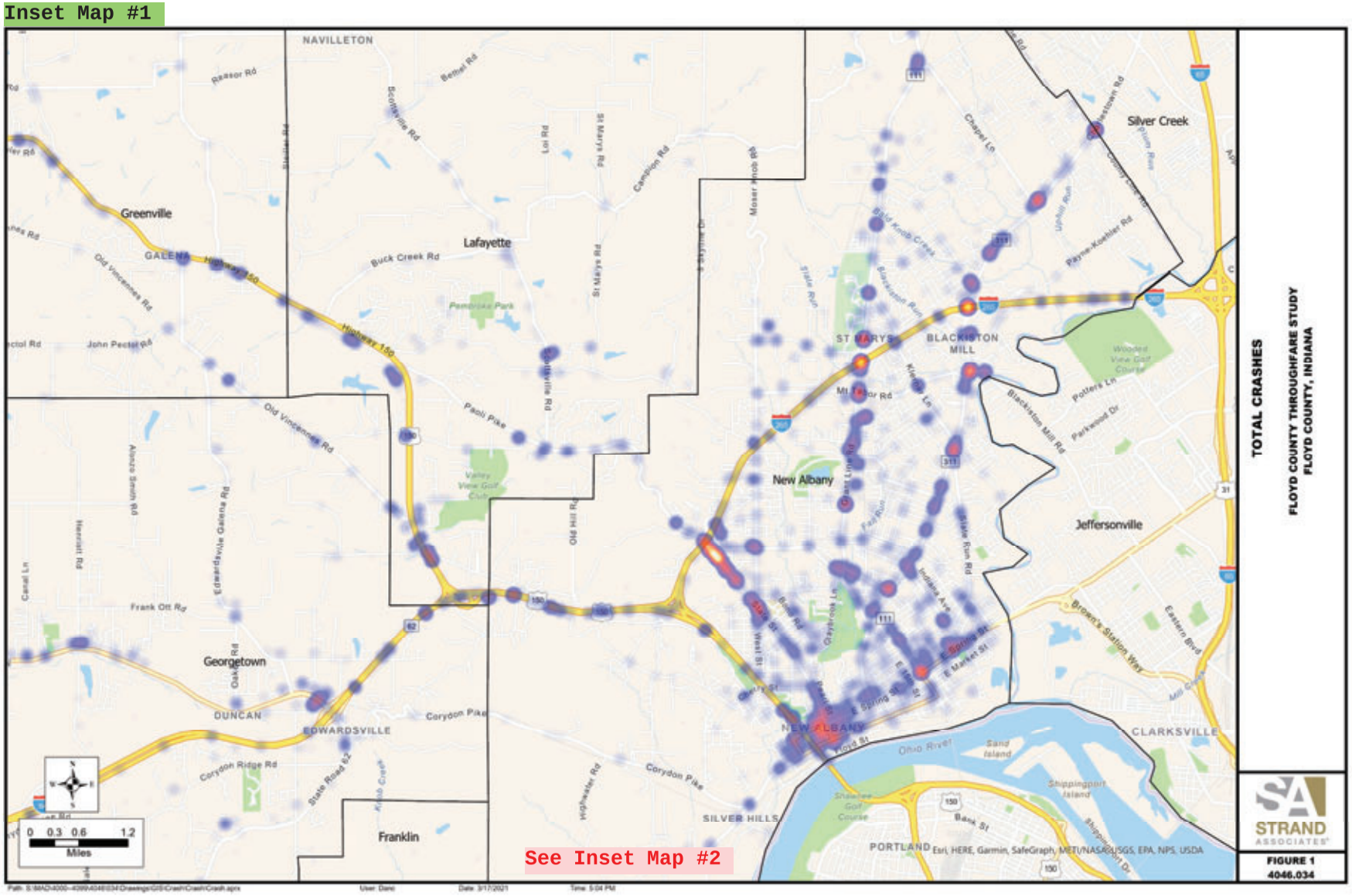
By Severity:
PDO = 2,079 (84.5%)
Injury = 376 (15.3%)
Fatal = 5 (0.2%)

Surface Conditions:
Dry = 8,906 (78.4%)
Wet = 2,126 (18.7%)
Snow/Slush = 144 (1.3%)
Icy = 98 (0.9%)
Standing Water = 61 (0.5%)
All other = 31 (<0.3%)

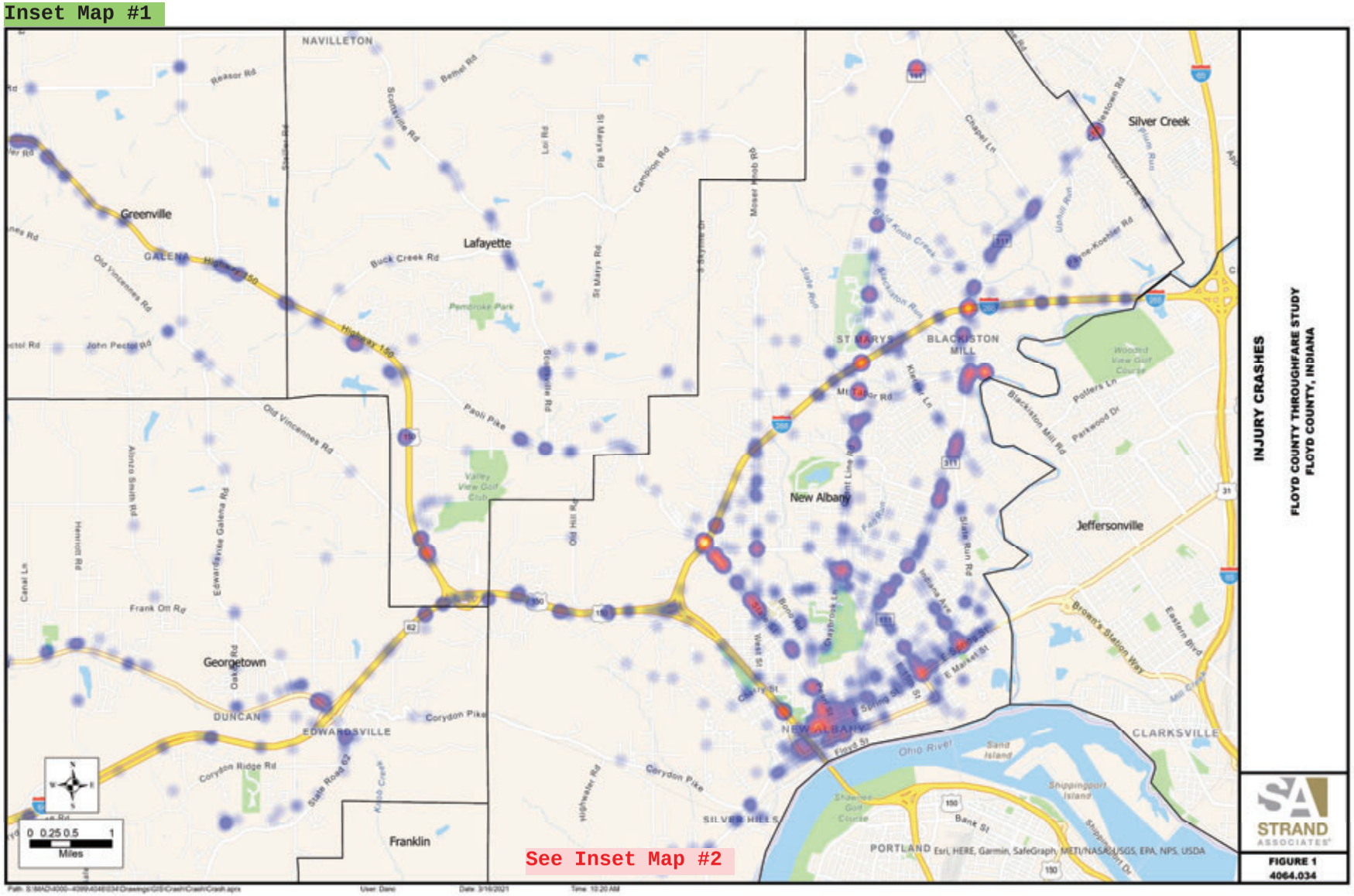
Notes:
- Map and calculations = 2015-2019 mapped data
- "Dry" crashes not shown on this heat map but is included in tabulation above for reference



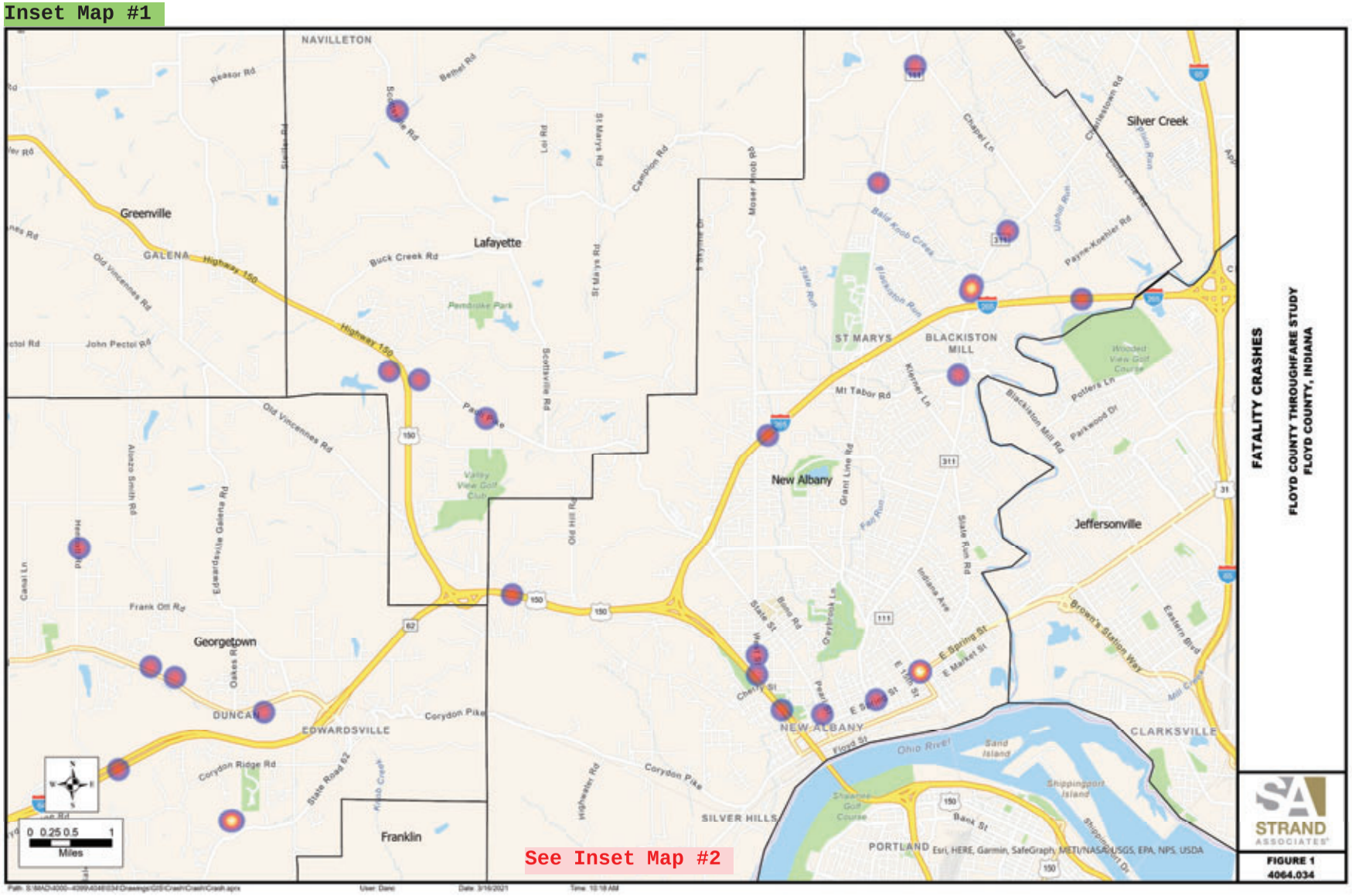
TOTAL CRASHES



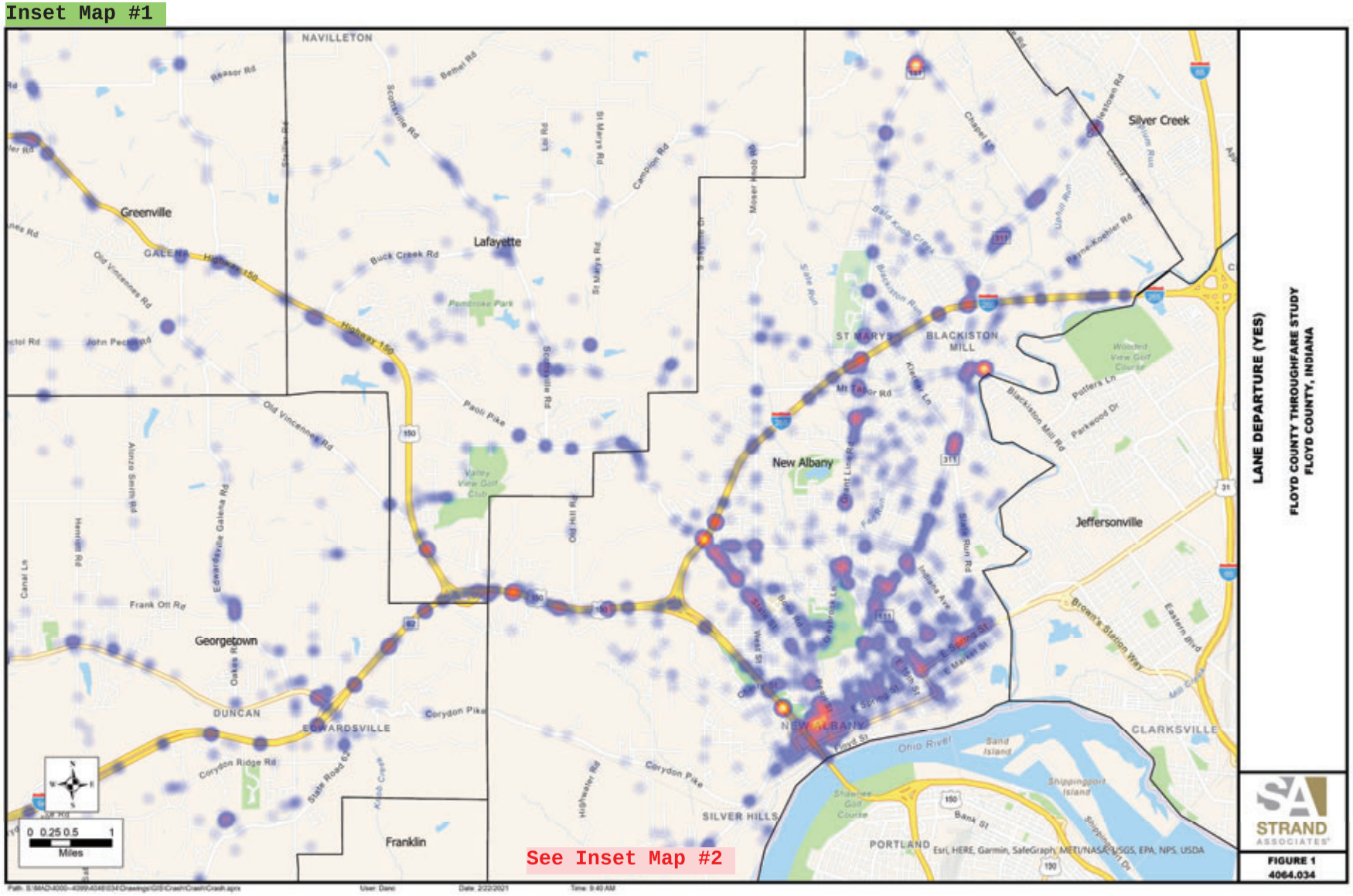
INJURY CRASHES



FATAL CRASHES

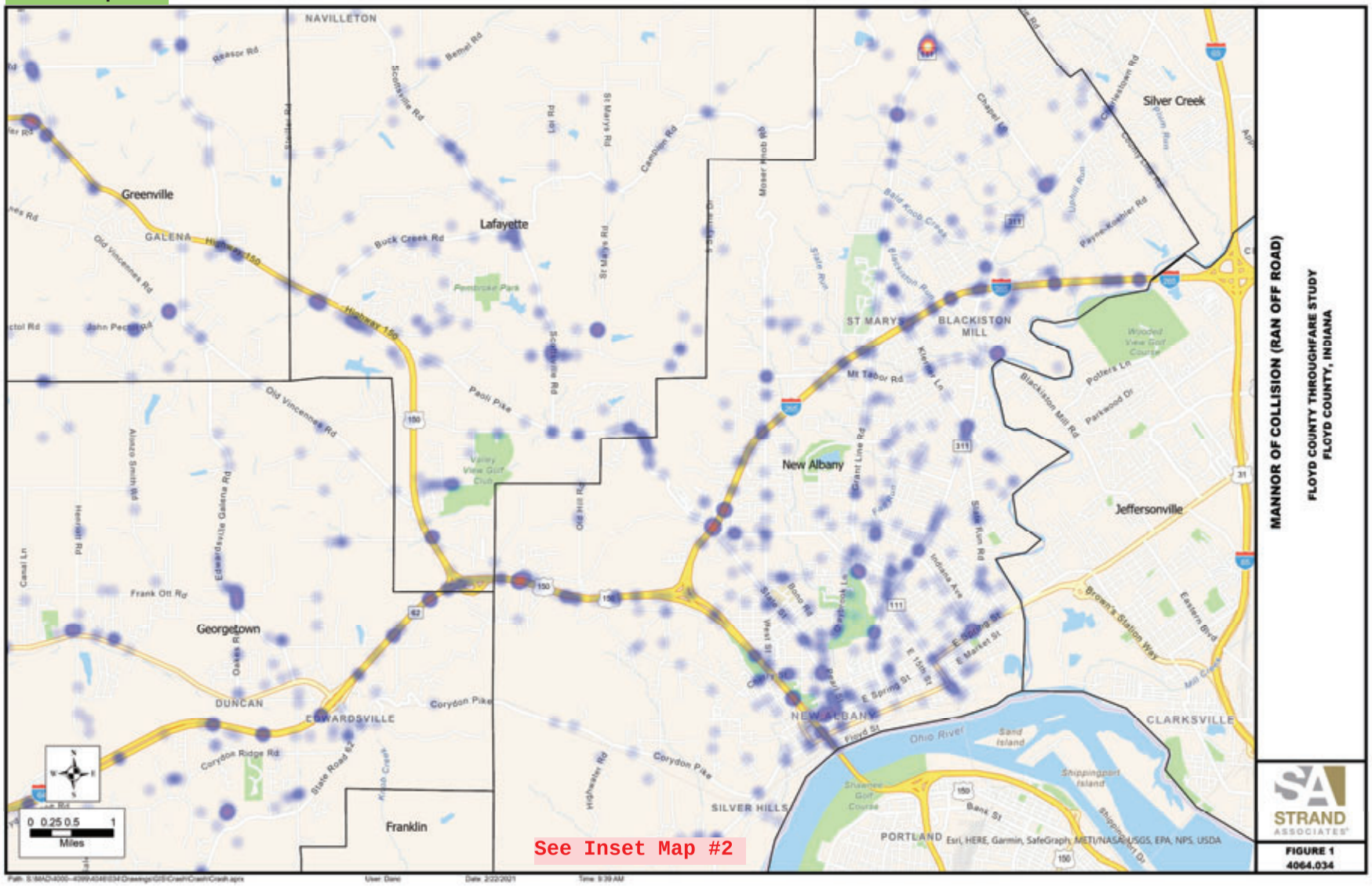


LANE DEPARTURE CRASHES



RUN OFF ROAD CRASHES

Inset Map #1



MANNOR OF COLLISION (RAN OFF ROAD)

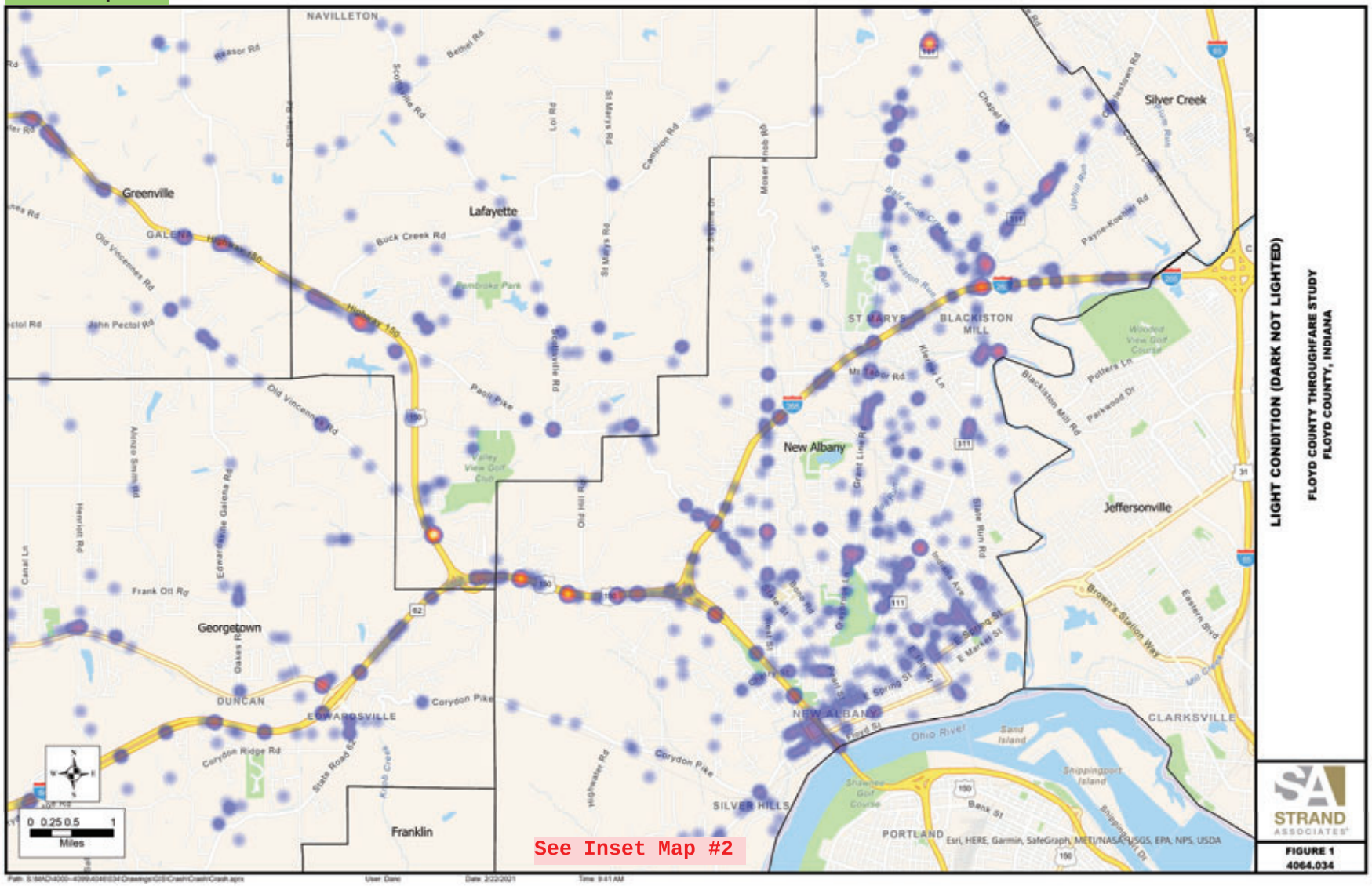
FLOYD COUNTY THROUGHFARE STUDY
FLOYD COUNTY, INDIANA

STRAND ASSOCIATES

FIGURE 1
4064.034

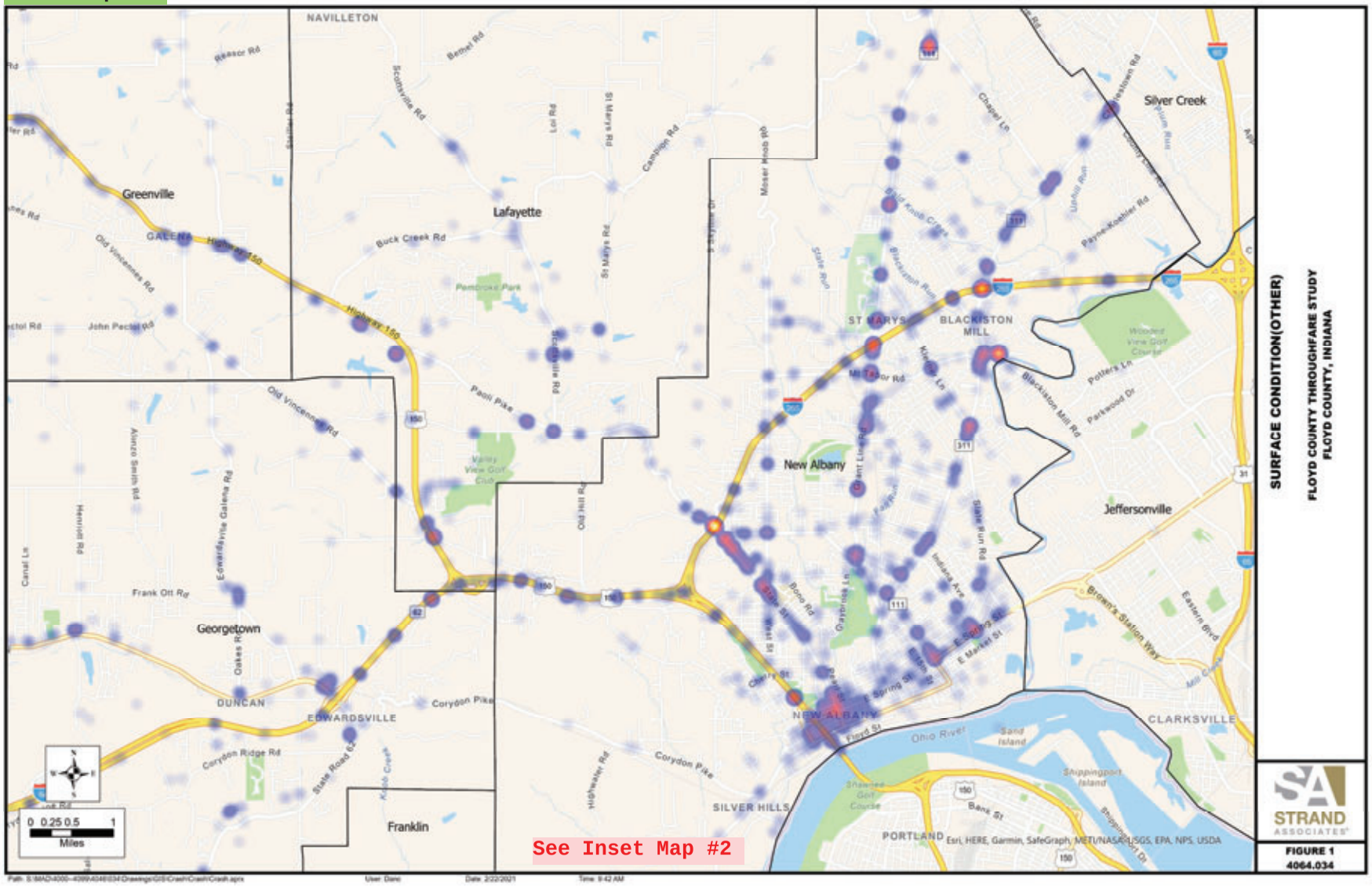
DARK LIGHTING CONDITIONS

Inset Map #1



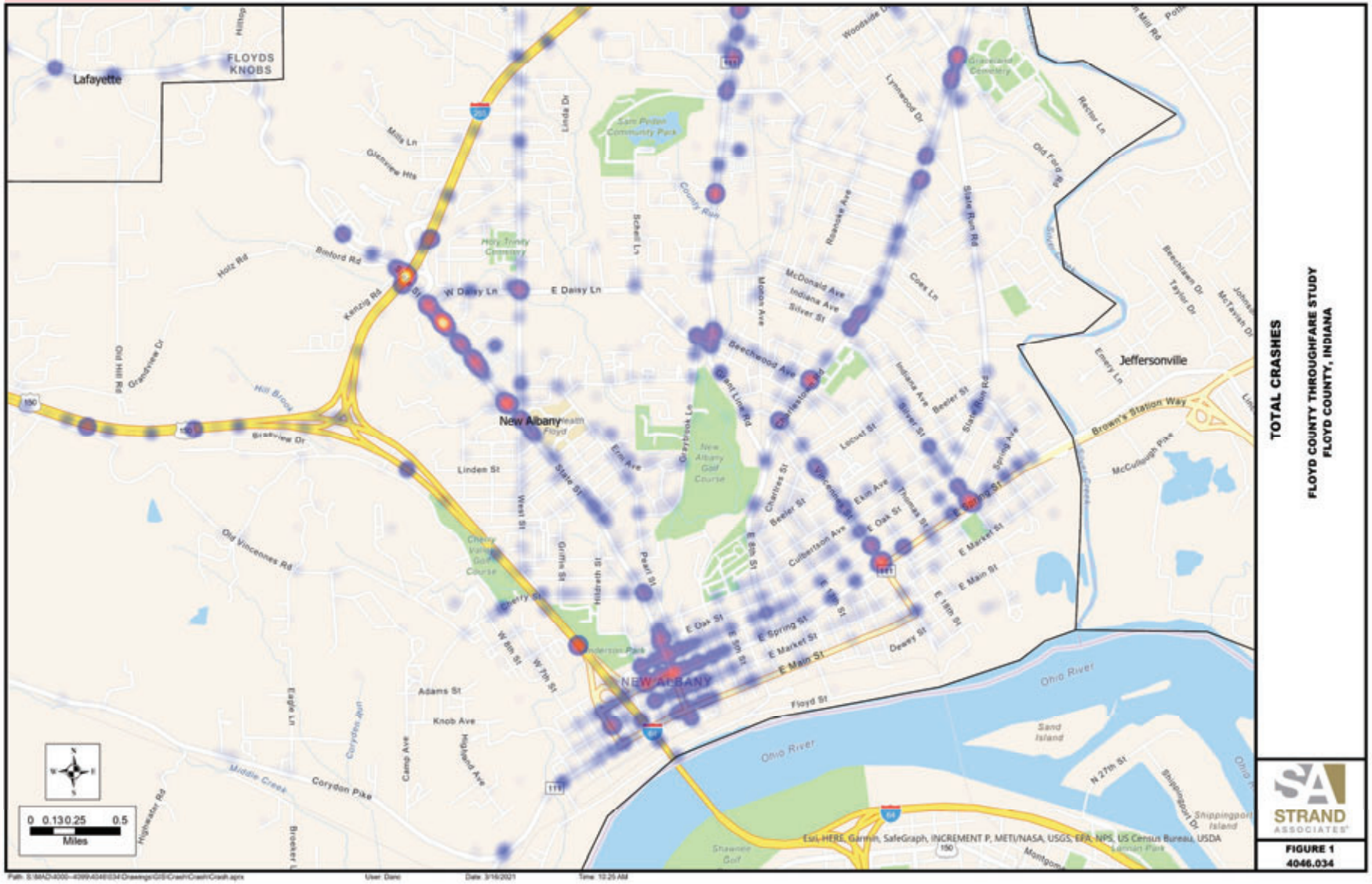
POOR SURFACE CONDITIONS

Inset Map #1



TOTAL CRASHES

Inset Map #2



INJURY CRASHES

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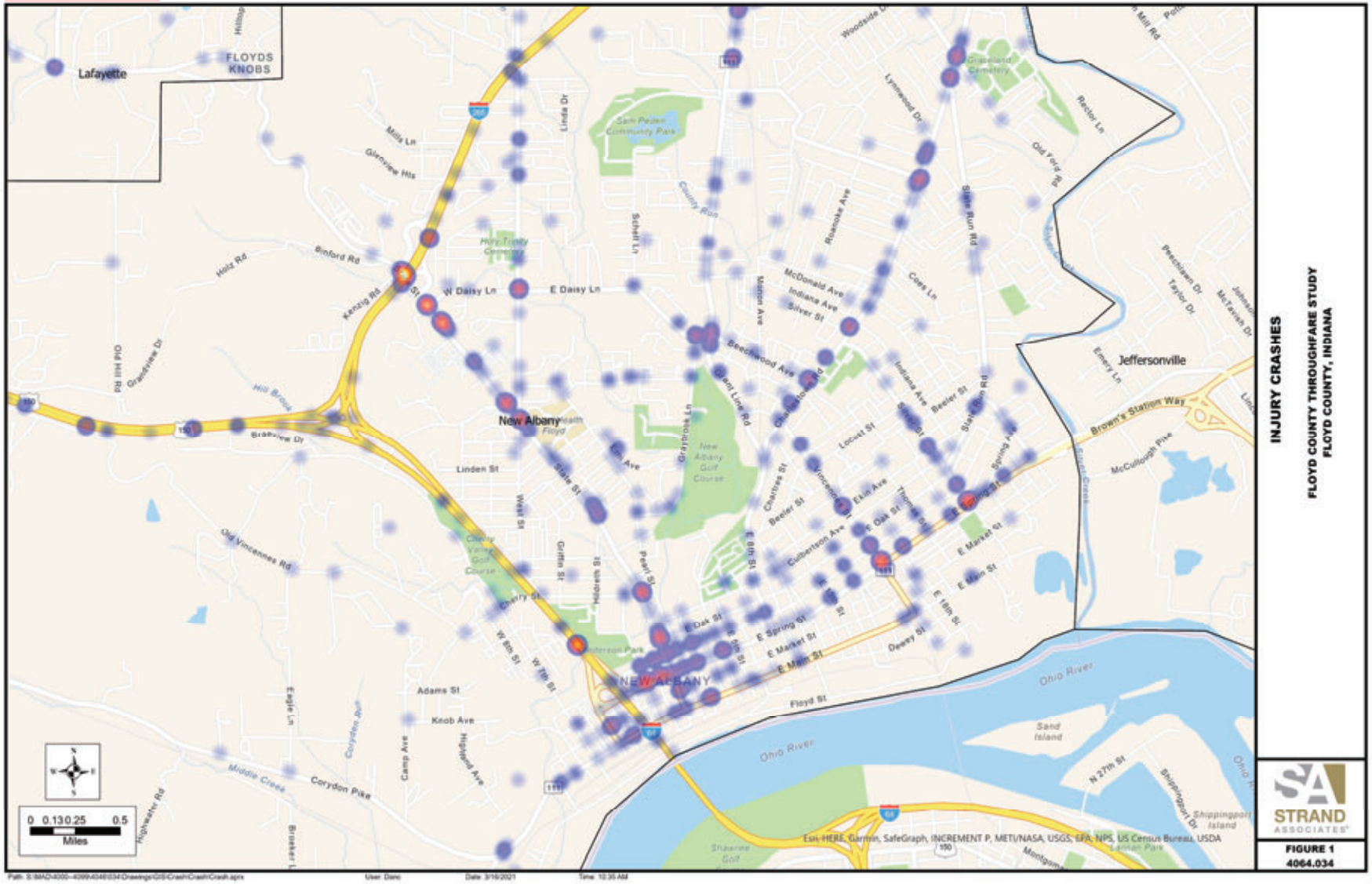

FATAL CRASHES

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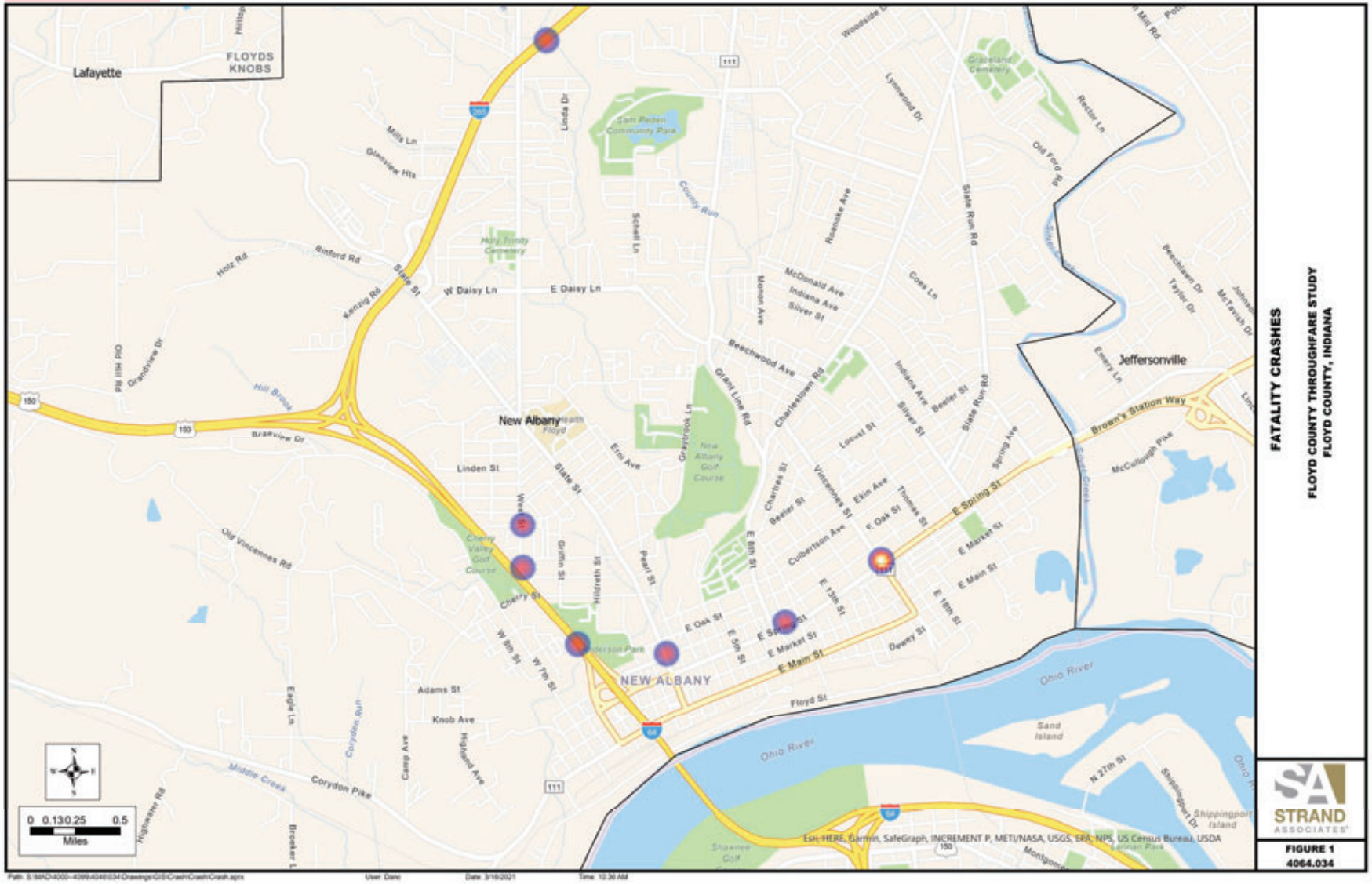

LANE DEPARTURE CRASHES

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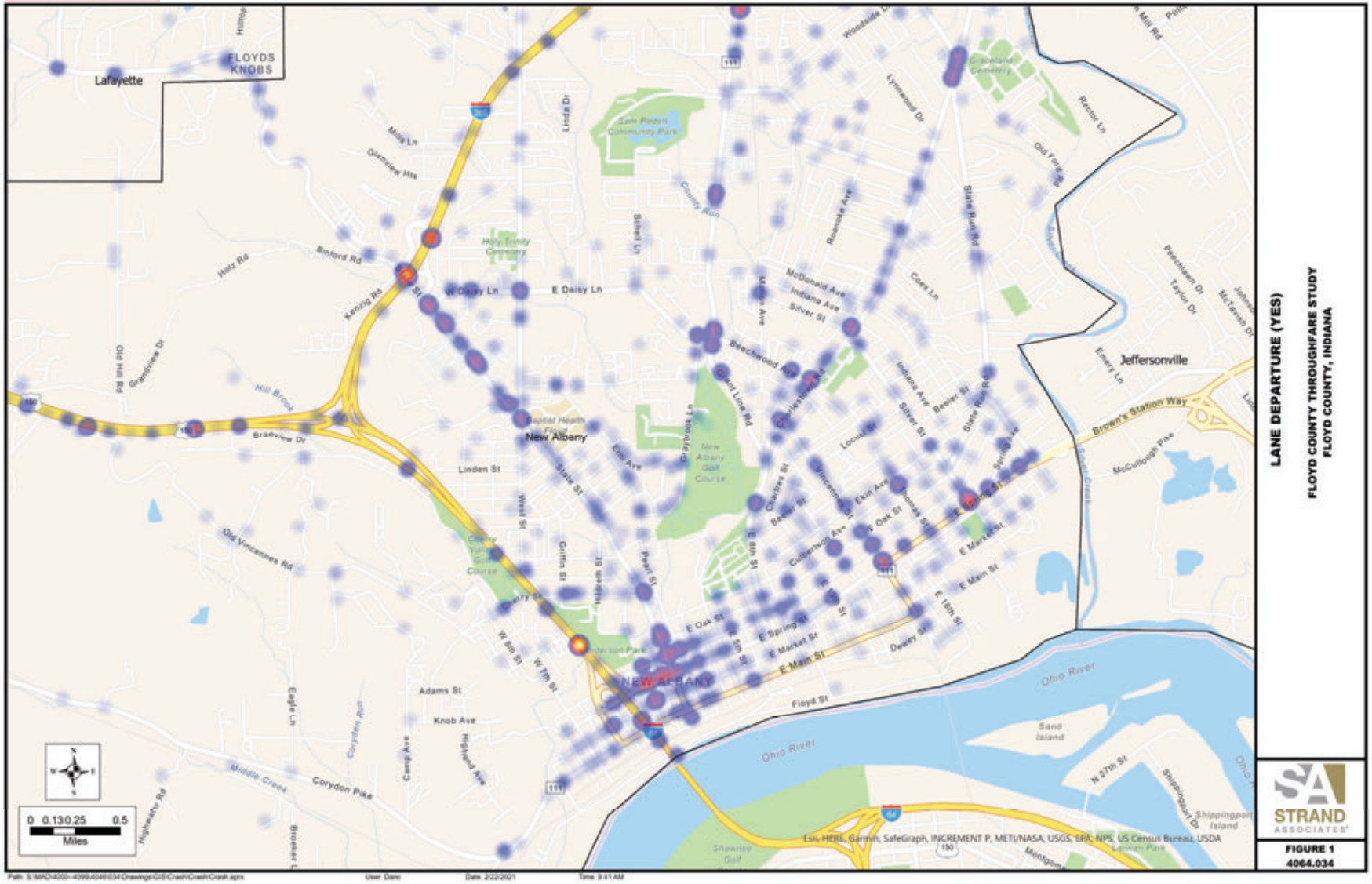


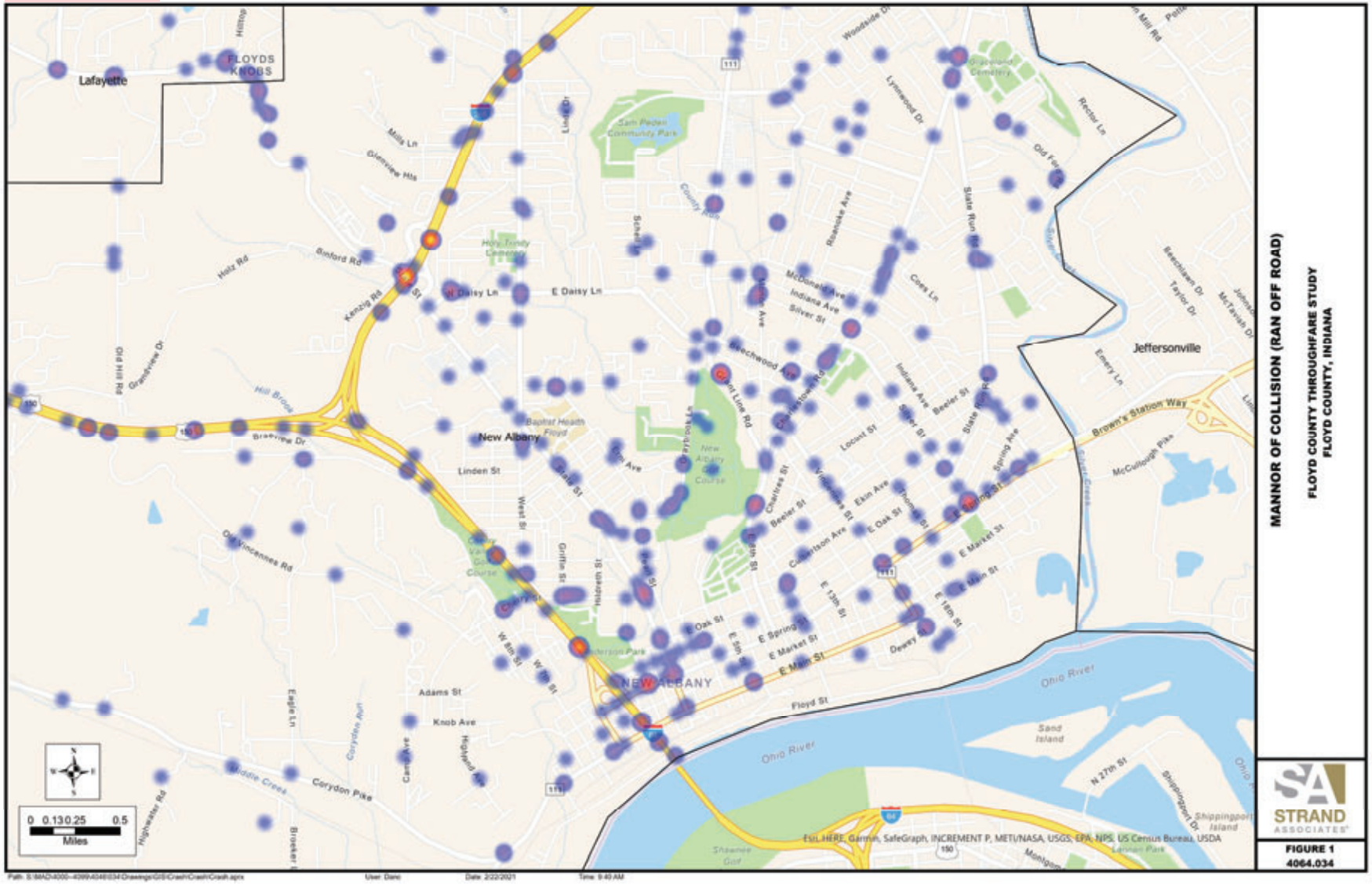
LANE DEPARTURE (YES)
FLOYD COUNTY THROUGHFARE STUDY
FLOYD COUNTY, INDIANA

STRAND ASSOCIATES

FIGURE 1
4064.034

RUN OFF ROAD CRASHES

Inset Map #2



MANNOR OF COLLISION (RAN OFF ROAD)

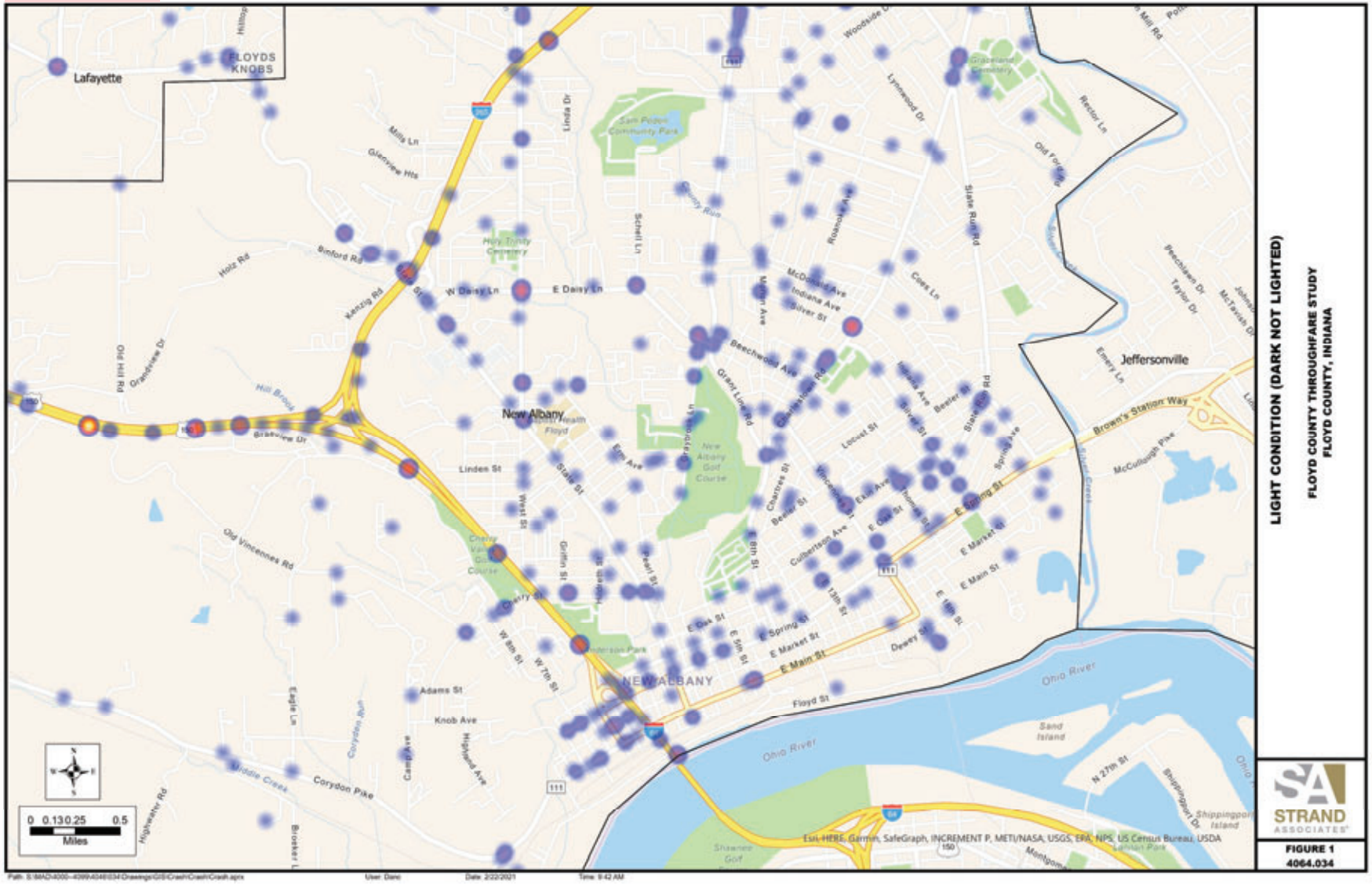
FLOYD COUNTY THROUGHFARE STUDY
FLOYD COUNTY, INDIANA

STRAND ASSOCIATES®

FIGURE 1
4064.034

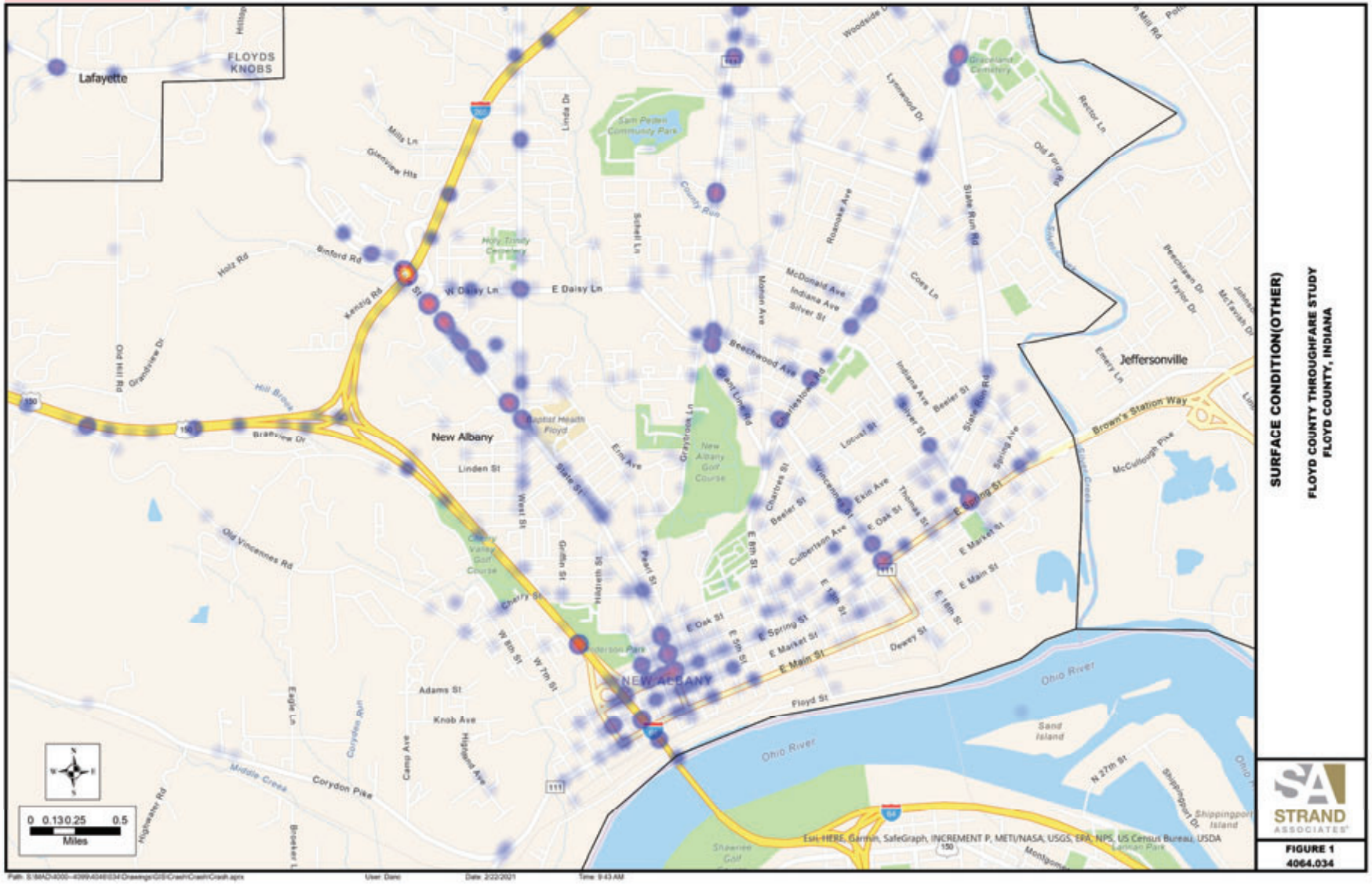
DARK LIGHTING CONDITIONS

Inset Map #2



POOR SURFACE CONDITIONS

Inset Map #2



Floyd County IN Crash Analysis Trends

February 2022

CRASH FREQUENCY & SEVERITY				
YEAR	PDO	INJ	FAT	TOTAL
2015	1,769	380	6	2,155
2016	2,019	369	8	2,396
2017	1,910	299	8	2,217
2018	2,086	317	9	2,412
2019	1,888	294	4	2,186
TOTAL	*9,672*	*1,659*	*35*	*11,366*
PERCENT	*85.1%*	*14.6%*	*0.3%*	*100.0%*
YEAR AVG.	*1934.4*	*331.8*	*7.0*	*2273.2*

BY MONTH		PERCENT	
JANUARY	929	8.2%	1
FEBRUARY	886	7.8%	2
MARCH	908	8.0%	3
APRIL	972	8.6%	4
MAY	996	8.8%	5
JUNE	907	8.0%	6
JULY	860	7.6%	7
AUGUST	1,025	9.0%	8
SEPTEMBER	945	8.3%	9
OCTOBER	1,047	9.2%	10
NOVEMBER	948	8.3%	11
DECEMBER	943	8.3%	12
TOTAL	*11,366*	*100.0%*	

TOWNSHIP	#	PERCENT
NEW ALBANY	8,838	77.8%
FRANKLIN	56	0.5%
GEORGETOWN	993	8.7%
GREENVILLE	574	5.1%
LAFAYETTE	905	8.0%
TOTAL	*11,366*	*100.0%*

ROADWAY CLASS		PERCENT
INTERSTATE	1,246	11.0%
US ROUTE	612	5.4%
STATE ROAD	603	5.3%
COUNTY ROAD	1,249	11.0%
LOCAL/CITY ROAD	5,849	51.5%
UNKNOWN	1,807	15.9%
TOTAL	*11,366*	*100.0%*

ROAD CONDITIONS		PERCENT
DRY	8,906	78.4%
WET	2,126	18.7%
SNOW/SLUSH	144	1.3%
ICE	98	0.9%
MUDDY	4	0.0%
WATER (STANDING OR MOVING)	61	0.5%
LOOSE MATERIAL ON ROAD	16	0.1%
OTHER/UNK	11	0.1%
TOTAL	*11,366*	*100.0%*

CRASH TYPE		PERCENT
RAN OFF ROAD	1,372	12.1%
REAR END	3,532	31.1%
RIGHT ANGLE	1,504	13.2%
SS-SAME	1,107	9.7%
SS-OPP	299	2.6%
BACKING CRASH	1,431	12.6%
LEFT TURN	586	5.2%
RIGHT TURN	142	1.2%
LEFT/RIGHT TURN	146	1.3%
HEAD ON	268	2.4%
OBJECT IN ROAD	106	0.9%
NON-COLLISION	36	0.3%
REAR TO REAR	18	0.2%
OTHER	754	6.6%
UNKNOWN	65	0.6%
TOTAL	*11,366*	*100.0%*
Lane Departure subtotal	3,046	26.8%

BY SEASON		PERCENT
SPRING	2,875	25.3%
SUMMER	2,830	24.9%
FALL	2,938	25.8%
WINTER	2,723	24.0%
TOTAL	*11,366*	*100.0%*

Note: Wint=Jan-Mar, Spr=Apr-June, Sum=July-Sept, Fall=Oct-Dec

AVERAGE NUMBER OF VEHICLES PER CRASH	1.9

Note: Statistics based on all vehicles in crashes.

LIGHT CONDITIONS		PERCENT
DAYLIGHT	8,318	73.2%
DARK (LIGHTED)	1,285	11.3%
DARK (NOT LIGHTED)	1,158	10.2%
DAWN/DUSK	531	4.7%
UNKNOWN	74	0.7%
TOTAL	*11,366*	*100.0%*

Note: Dawn, dusk or street lighted conditions included in dark total.

AREA TYPE		PERCENT
RURAL	2,594	22.8%
URBAN	8,734	76.8%
BLANK	38	0.3%
TOTAL	*11,366*	*100.0%*

TRAFFIC CONTROL		PERCENT
NONE	4,921	43.3%
LANE CONTROL	3,105	27.3%
STOP SIGN	1,036	9.1%
YIELD SIGN	43	0.4%
TRAFFIC SIGNAL	2,130	18.7%
FLASHING SIGNAL	3	0.0%
FLASHING BEACON	10	0.1%
ROUNDABOUT INTERSECTION	6	0.1%
NO PASSING ZONE	19	0.2%
OFFICER/CROSSING GUARD/FLAGMAN	10	0.1%
RR RELATED	4	0.0%
OTHER SIGN/MRK	23	0.2%
OTHER	22	0.2%
UNKNOWN	34	0.3%
TOTAL	*11,366*	*100.0%*

ROADWAY JUNCTION TYPE		PERCENT
NO JUNCTION INVOLVED	8,061	70.9%
T-INTERSECTION	1,332	11.7%
Y-INTERSECTION	16	0.1%
FOUR-WAY INTERSECTION	1,687	14.8%
FIVE POINT OR MORE	8	0.1%
TRAFFIC CIRCLE/ROUNDABOUT	11	0.1%
RAILROAD CROSSINGS	13	0.1%
RAMP	176	1.5%
INTERCHANGE	62	0.5%
TOTAL	*11,366*	*100.0%*

Floyd County IN Crash Analysis Trends

February 2022

TRAFFIC CONTROL		PERCENT
ACCELERATOR FAILURE OR DEFECTIVE	13	0.1%
ANIMAL/OBJECT IN ROADWAY	128	1.1%
BRAKE FAILURE OR DEFECTIVE	97	0.9%
CELL PHONE USAGE	32	0.3%
DISREGARD SIGNAL/REG SIGN	336	3.0%
DRIVER ASLEEP OR FATIGUED	89	0.8%
DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	670	5.9%
DRIVER ILLNESS	38	0.3%
ENGINE FAILURE OR DEFECTIVE	3	0.0%
FAILURE TO YIELD RIGHT OF WAY	2,007	17.7%
FOLLOWING TOO CLOSELY	2,241	19.7%
HEADLIGHT DEFECTIVE OR NOT ON	3	0.0%
HOLES/RUTS IN SURFACE	7	0.1%
IMPROPER LANE USAGE	182	1.6%
IMPROPER PASSING	71	0.6%
IMPROPER TURNING	367	3.2%
INSECURE/LEAKY LOAD	25	0.2%
LEFT OF CENTER	269	2.4%
OBSTRUCTION NOT MARKED	5	0.0%
OTHER (DRIVER) - EXPLAIN IN NARRATIVE	1,304	11.5%
OTHER (ENVIRONMENTAL) - EXPLAIN IN NARR	59	0.5%
OTHER (VEHICLE) - EXPLAIN IN NARRATIVE	136	1.2%
OTHER LIGHTS DEFECTIVE	4	0.0%
OTHER TELEMATICS IN USE	1	0.0%
OVERCORRECTING/OVERSTEERING	126	1.1%
OVERSIZE/OVERWEIGHT LOAD	5	0.0%
PEDESTRIAN ACTION	29	0.3%
RAN OFF ROAD RIGHT	841	7.4%
ROADWAY SURFACE CONDITION	115	1.0%
SPEED TOO FAST FOR WEATHER CONDITIONS	256	2.3%
STEERING FAILURE	18	0.2%
TIRE FAILURE OR DEFECTIVE	21	0.2%
TOW HITCH FAILURE	3	0.0%
TRAFFIC CONTROL INOPERATIVE/MISSING/OBSC	1	0.0%
UNSAFE BACKING	1233	10.8%
UNSAFE LANE MOVEMENT	391	3.4%
UNSAFE SPEED	182	1.6%
VIEW OBSTRUCTED	30	0.3%
WRONG WAY ON ONE WAY	14	0.1%
UNKNOWN / BLANK	14	0.1%
TOTAL	11,366	100%

DAY AND TIME

DAY OF WEEK	*EARLY MORNING* 2:00 AM TO 5:59 AM	*AM PEAK* 6:00 AM TO 8:59 AM	*MIDDAY* 9:00 AM TO 2:59 PM	*PM PEAK* 3:00 PM TO 5:59 PM	*EVENING* 6:00 PM TO 9:59 PM	*LATE EVENING* 10:00 PM TO 1:59 AM	*UNKNOWN*	*TOTAL*	
MONDAY	68	273	540	494	258	103	0	1,736	
TUESDAY	59	298	580	520	271	72	0	1,800	
WEDNESDAY	40	286	579	552	276	73	0	1,806	*Weekday*
THURSDAY	54	269	531	507	292	83	0	1,736	
FRIDAY	66	213	614	582	333	134	0	1,942	
SATURDAY	86	73	486	246	237	150	0	1,278	*Weekend*
SUNDAY	101	50	356	232	211	107	0	1,057	
TOTAL	*474*	*1,462*	*3,686*	*3,133*	*1,878*	*722*	*0*	*11,355*	

CRASHES PER HOUR

DAY OF WEEK	*EARLY MORNING* 2:00 AM TO 5:59 AM	*AM PEAK* 6:00 AM TO 8:59 AM	*MIDDAY* 9:00 AM TO 2:59 PM	*PM PEAK* 3:00 PM TO 5:59 PM	*EVENING* 6:00 PM TO 9:59 PM	*LATE EVENING* 10:00 PM TO 1:59 AM	*UNKNOWN*	*TOTAL*	
MONDAY	17	91	90	165	65	26	0	72	
TUESDAY	15	99	97	173	68	18	0	75	
WEDNESDAY	10	95	97	184	69	18	0	75	*Weekday*
THURSDAY	14	90	89	169	73	21	0	72	
FRIDAY	17	71	102	194	83	34	0	81	
SATURDAY	22	24	81	82	59	38	0	53	*Weekend*
SUNDAY	25	17	59	77	53	27	0	44	
Avg per day	*17*	*70*	*88*	*149*	*67*	*26*			
Avg per weekday	*14*	*89*	*95*	*177*	*72*	*23*			
Avg weekend days	*9*	*8*	*28*	*32*	*22*	*13*			

Floyd County IN Crash Analysis Trends - Fatal

February 2022

CRASH FREQUENCY & SEVERITY				
YEAR	PDO	INJ	FAT	TOTAL
2015	0	0	6	6
2016	0	0	8	8
2017	0	0	8	8
2018	0	0	9	9
2019	0	0	4	4
TOTAL	*0*	*0*	*35*	*35*
PERCENT	*0.0%*	*0.0%*	*100.0%*	*100.0%*
YEAR AVG.	*0.0*	*0.0*	*7.0*	*7.0*

BY MONTH		PERCENT	
JANUARY	2	5.7%	1
FEBRUARY	2	5.7%	2
MARCH	4	11.4%	3
APRIL	2	5.7%	4
MAY	2	5.7%	5
JUNE	4	11.4%	6
JULY	2	5.7%	7
AUGUST	4	11.4%	8
SEPTEMBER	2	5.7%	9
OCTOBER	6	17.1%	10
NOVEMBER	3	8.6%	11
DECEMBER	2	5.7%	12
TOTAL	*35*	*100.0%*	

TOWNSHIP	#	PERCENT
NEW ALBANY	16	45.7%
FRANKLIN	2	5.7%
GEORGETOWN	8	22.9%
GREENVILLE	5	14.3%
LAFAYETTE	4	11.4%
TOTAL	*35*	*100.0%*

ROADWAY CLASS		PERCENT
INTERSTATE	5	14.3%
US ROUTE	4	11.4%
STATE ROAD	9	25.7%
COUNTY ROAD	5	14.3%
LOCAL/CITY ROAD	12	34.3%
UNKNOWN	0	0.0%
TOTAL	*35*	*100.0%*

ROAD CONDITIONS		PERCENT
DRY	30	85.7%
WET	5	14.3%
SNOW/SLUSH	0	0.0%
ICE	0	0.0%
MUDDY	0	0.0%
WATER (STANDING OR MOVING)	0	0.0%
LOOSE MATERIAL ON ROAD	0	0.0%
OTHER/UNK	0	0.0%
TOTAL	*35*	*100.0%*

CRASH TYPE		PERCENT
RAN OFF ROAD	9	25.7%
REAR END	3	8.6%
RIGHT ANGLE	5	14.3%
SS-SAME	1	2.9%
SS-OPP	1	2.9%
BACKING CRASH	0	0.0%
LEFT TURN	1	2.9%
RIGHT TURN	0	0.0%
LEFT/RIGHT TURN	0	0.0%
HEAD ON	8	22.9%
OBJECT IN ROAD	1	2.9%
NON-COLLISION	0	0.0%
REAR TO REAR	0	0.0%
OTHER	3	8.6%
UNKNOWN	3	8.6%
TOTAL	*35*	*100.0%*
Lane Departure subtotal	19	54.3%

BY SEASON		PERCENT
SPRING	8	22.9%
SUMMER	8	22.9%
FALL	11	31.4%
WINTER	8	22.9%
TOTAL	*35*	*100.0%*

Note: Wint=Jan-Mar, Spr=Apr-June, Sum=July-Sept, Fall=Oct-Dec

AVERAGE NUMBER OF VEHICLES PER CRASH	1.8

Note: Statistics based on all vehicles in crashes.

LIGHT CONDITIONS		PERCENT
DAYLIGHT	16	45.7%
DARK (LIGHTED)	6	17.1%
DARK (NOT LIGHTED)	11	31.4%
DAWN/DUSK	2	5.7%
UNKNOWN	0	0.0%
TOTAL	*35*	*100.0%*

Note: Dawn, dusk or street lighted conditions included in dark total.

AREA TYPE		PERCENT
RURAL	20	57.1%
URBAN	15	42.9%
BLANK	0	0.0%
TOTAL	*35*	*100.0%*

TRAFFIC CONTROL		PERCENT
NONE	8	22.9%
LANE CONTROL	22	62.9%
STOP SIGN	1	2.9%
YIELD SIGN	0	0.0%
TRAFFIC SIGNAL	4	11.4%
FLASHING SIGNAL	0	0.0%
FLASHING BEACON	0	0.0%
ROUNDABOUT INTERSECTION	0	0.0%
NO PASSING ZONE	0	0.0%
OFFICER/CROSSING GUARD/FLAGMAN	0	0.0%
RR RELATED	0	0.0%
OTHER SIGN/MRK	0	0.0%
OTHER	0	0.0%
UNKNOWN	0	0.0%
TOTAL	*35*	*100.0%*

ROADWAY JUNCTION TYPE		PERCENT
NO JUNCTION INVOLVED	28	80.0%
T-INTERSECTION	1	2.9%
Y-INTERSECTION	0	0.0%
FOUR-WAY INTERSECTION	5	14.3%
FIVE POINT OR MORE	0	0.0%
TRAFFIC CIRCLE/ROUNDABOUT	0	0.0%
RAILROAD CROSSINGS	1	2.9%
RAMP	0	0.0%
INTERCHANGE	0	0.0%
TOTAL	*35*	*100.0%*

Floyd County IN Crash Analysis Trends - Fatal

February 2022

TRAFFIC CONTROL		PERCENT
ACCELERATOR FAILURE OR DEFECTIVE	0	0.0%
ANIMAL/OBJECT IN ROADWAY	0	0.0%
BRAKE FAILURE OR DEFECTIVE	0	0.0%
CELL PHONE USAGE	0	0.0%
DISREGARD SIGNAL/REG SIGN	1	2.9%
DRIVER ASLEEP OR FATIGUED	0	0.0%
DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	0	0.0%
DRIVER ILLNESS	0	0.0%
ENGINE FAILURE OR DEFECTIVE	0	0.0%
FAILURE TO YIELD RIGHT OF WAY	3	8.6%
FOLLOWING TOO CLOSELY	2	5.7%
HEADLIGHT DEFECTIVE OR NOT ON	0	0.0%
HOLES/RUTS IN SURFACE	0	0.0%
IMPROPER LANE USAGE	0	0.0%
IMPROPER PASSING	0	0.0%
IMPROPER TURNING	0	0.0%
INSECURE/LEAKY LOAD	0	0.0%
LEFT OF CENTER	11	31.4%
OBSTRUCTION NOT MARKED	0	0.0%
OTHER (DRIVER) - EXPLAIN IN NARRATIVE	1	2.9%
OTHER (ENVIRONMENTAL) - EXPLAIN IN NARR	0	0.0%
OTHER (VEHICLE) - EXPLAIN IN NARRATIVE	0	0.0%
OTHER LIGHTS DEFECTIVE	0	0.0%
OTHER TELEMATICS IN USE	0	0.0%
OVERCORRECTING/OVERSTEERING	0	0.0%
OVERSIZE/OVERWEIGHT LOAD	0	0.0%
PEDESTRIAN ACTION	4	11.4%
RAN OFF ROAD RIGHT	7	20.0%
ROADWAY SURFACE CONDITION	0	0.0%
SPEED TOO FAST FOR WEATHER CONDITIONS	0	0.0%
STEERING FAILURE	0	0.0%
TIRE FAILURE OR DEFECTIVE	0	0.0%
TOW HITCH FAILURE	0	0.0%
TRAFFIC CONTROL INOPERATIVE/MISSING/OBSC	0	0.0%
UNSAFE BACKING	0	0.0%
UNSAFE LANE MOVEMENT	1	2.9%
UNSAFE SPEED	5	14.3%
VIEW OBSTRUCTED	0	0.0%
WRONG WAY ON ONE WAY	0	0.0%
UNKNOWN / BLANK	0	0.0%
TOTAL	35	100%

DAY AND TIME

DAY OF WEEK	*EARLY MORNING* 2:00 AM TO 5:59 AM	*AM PEAK* 6:00 AM TO 8:59 AM	*MIDDAY* 9:00 AM TO 2:59 PM	*PM PEAK* 3:00 PM TO 5:59 PM	*EVENING* 6:00 PM TO 9:59 PM	*LATE EVENING* 10:00 PM TO 1:59 AM	*UNKNOWN*	*TOTAL*	
MONDAY	0	0	2	2	4	2	0	10	
TUESDAY	0	1	0	2	1	0	0	4	
WEDNESDAY	0	0	1	0	0	1	0	2	*Weekday*
THURSDAY	0	0	1	0	3	0	0	4	
FRIDAY	0	0	2	0	1	0	0	3	
SATURDAY	1	1	0	3	0	0	0	5	*Weekend*
SUNDAY	1	1	1	0	3	1	0	7	
TOTAL	*2*	*3*	*7*	*7*	*12*	*4*	*0*	*35*	

CRASHES PER HOUR

DAY OF WEEK	*EARLY MORNING* 2:00 AM TO 5:59 AM	*AM PEAK* 6:00 AM TO 8:59 AM	*MIDDAY* 9:00 AM TO 2:59 PM	*PM PEAK* 3:00 PM TO 5:59 PM	*EVENING* 6:00 PM TO 9:59 PM	*LATE EVENING* 10:00 PM TO 1:59 AM	*UNKNOWN*	*TOTAL*	
MONDAY	0	0	0	1	1	1	0	0	
TUESDAY	0	0	0	1	0	0	0	0	
WEDNESDAY	0	0	0	0	0	0	0	0	*Weekday*
THURSDAY	0	0	0	0	1	0	0	0	
FRIDAY	0	0	0	0	0	0	0	0	
SATURDAY	0	0	0	1	0	0	0	0	*Weekend*
SUNDAY	0	0	0	0	1	0	0	0	
Avg per day	*0*	*0*	*0*	*0*	*0*	*0*			
Avg per weekday	*0*	*0*	*0*	*0*	*0*	*0*			
Avg weekend days	*0*	*0*	*0*	*0*	*0*	*0*			

Floyd County IN Crash Analysis Trends - Injury Crashes

February 2022

CRASH FREQUENCY & SEVERITY				
YEAR	PDO	INJ	FAT	TOTAL
2015	0	380	0	380
2016	0	369	0	369
2017	0	299	0	299
2018	0	317	0	317
2019	0	294	0	294
TOTAL	*0*	*1,659*	*0*	*1,659*
PERCENT	*0.0%*	*100.0%*	*0.0%*	*100.0%*
YEAR AVG.	*0.0*	*331.8*	*0.0*	*331.8*

BY MONTH		PERCENT	
JANUARY	135	8.1%	1
FEBRUARY	123	7.4%	2
MARCH	127	7.7%	3
APRIL	159	9.6%	4
MAY	141	8.5%	5
JUNE	127	7.7%	6
JULY	143	8.6%	7
AUGUST	151	9.1%	8
SEPTEMBER	148	8.9%	9
OCTOBER	143	8.6%	10
NOVEMBER	139	8.4%	11
DECEMBER	123	7.4%	12
TOTAL	*1,659*	*100.0%*	

TOWNSHIP	#	PERCENT
NEW ALBANY	1,212	73.1%
FRANKLIN	16	1.0%
GEORGETOWN	163	9.8%
GREENVILLE	115	6.9%
LAFAYETTE	153	9.2%
TOTAL	*1,659*	*100.0%*

ROADWAY CLASS		PERCENT
INTERSTATE	207	12.5%
US ROUTE	126	7.6%
STATE ROAD	137	8.3%
COUNTY ROAD	223	13.4%
LOCAL/CITY ROAD	909	54.8%
UNKNOWN	57	3.4%
TOTAL	*1,659*	*100.0%*

ROAD CONDITIONS		PERCENT
DRY	1,283	77.3%
WET	337	20.3%
SNOW/SLUSH	12	0.7%
ICE	16	1.0%
MUDDY	0	0.0%
WATER (STANDING OR MOVING)	8	0.5%
LOOSE MATERIAL ON ROAD	2	0.1%
OTHER/UNK	1	0.1%
TOTAL	*1,659*	*100.0%*

CRASH TYPE		PERCENT
RAN OFF ROAD	316	19.0%
REAR END	536	32.3%
RIGHT ANGLE	339	20.4%
SS-SAME	52	3.1%
SS-OPP	32	1.9%
BACKING CRASH	20	1.2%
LEFT TURN	106	6.4%
RIGHT TURN	9	0.5%
LEFT/RIGHT TURN	13	0.8%
HEAD ON	107	6.4%
OBJECT IN ROAD	9	0.5%
NON-COLLISION	9	0.5%
REAR TO REAR	1	0.1%
OTHER	100	6.0%
UNKNOWN	10	0.6%
TOTAL	*1,659*	*100.0%*
Lane Departure subtotal	507	30.6%

BY SEASON		PERCENT
SPRING	427	25.7%
SUMMER	442	26.6%
FALL	405	24.4%
WINTER	385	23.2%
TOTAL	*1,659*	*100.0%*

Note: Wint=Jan-Mar, Spr=Apr-June, Sum=July-Sept, Fall=Oct-Dec

AVERAGE NUMBER OF VEHICLES PER CRASH	1.9

Note: Statistics based on all vehicles in crashes.

LIGHT CONDITIONS		PERCENT
DAYLIGHT	1,173	70.7%
DARK (LIGHTED)	195	11.8%
DARK (NOT LIGHTED)	206	12.4%
DAWN/DUSK	84	5.1%
UNKNOWN	1	0.1%
TOTAL	*1,659*	*100.0%*

Note: Dawn, dusk or street lighted conditions included in dark total.

AREA TYPE		PERCENT
RURAL	459	27.7%
URBAN	1,199	72.3%
BLANK	1	0.1%
TOTAL	*1,659*	*100.0%*

TRAFFIC CONTROL		PERCENT
NONE	510	30.7%
LANE CONTROL	578	34.8%
STOP SIGN	175	10.5%
YIELD SIGN	5	0.3%
TRAFFIC SIGNAL	368	22.2%
FLASHING SIGNAL	1	0.1%
FLASHING BEACON	1	0.1%
ROUNDABOUT INTERSECTION	2	0.1%
NO PASSING ZONE	5	0.3%
OFFICER/CROSSING GUARD/FLAGMAN	1	0.1%
RR RELATED	3	0.2%
OTHER SIGN/MRK	3	0.2%
OTHER	3	0.2%
UNKNOWN	4	0.2%
TOTAL	*1,659*	*100.0%*

ROADWAY JUNCTION TYPE		PERCENT
NO JUNCTION INVOLVED	1,075	64.8%
T-INTERSECTION	210	12.7%
Y-INTERSECTION	4	0.2%
FOUR-WAY INTERSECTION	326	19.7%
FIVE POINT OR MORE	1	0.1%
TRAFFIC CIRCLE/ROUNDABOUT	2	0.1%
RAILROAD CROSSINGS	3	0.2%
RAMP	24	1.4%
INTERCHANGE	14	0.8%
TOTAL	*1,659*	*100.0%*

Floyd County IN Crash Analysis Trends - Injury Crashes

February 2022

TRAFFIC CONTROL		PERCENT
ACCELERATOR FAILURE OR DEFECTIVE	3	0.2%
ANIMAL/OBJECT IN ROADWAY	18	1.1%
BRAKE FAILURE OR DEFECTIVE	10	0.6%
CELL PHONE USAGE	4	0.2%
DISREGARD SIGNAL/REG SIGN	92	5.5%
DRIVER ASLEEP OR FATIGUED	15	0.9%
DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	103	6.2%
DRIVER ILLNESS	15	0.9%
ENGINE FAILURE OR DEFECTIVE	0	0.0%
FAILURE TO YIELD RIGHT OF WAY	391	23.6%
FOLLOWING TOO CLOSELY	321	19.3%
HEADLIGHT DEFECTIVE OR NOT ON	0	0.0%
HOLES/RUTS IN SURFACE	1	0.1%
IMPROPER LANE USAGE	11	0.7%
IMPROPER PASSING	8	0.5%
IMPROPER TURNING	17	1.0%
INSECURE/LEAKY LOAD	0	0.0%
LEFT OF CENTER	77	4.6%
OBSTRUCTION NOT MARKED	2	0.1%
OTHER (DRIVER) - EXPLAIN IN NARRATIVE	142	8.6%
OTHER (ENVIRONMENTAL) - EXPLAIN IN NARR	7	0.4%
OTHER (VEHICLE) - EXPLAIN IN NARRATIVE	6	0.4%
OTHER LIGHTS DEFECTIVE	1	0.1%
OTHER TELEMATICS IN USE	1	0.1%
OVERCORRECTING/OVERSTEERING	34	2.0%
OVERSIZE/OVERWEIGHT LOAD	0	0.0%
PEDESTRIAN ACTION	18	1.1%
RAN OFF ROAD RIGHT	185	11.2%
ROADWAY SURFACE CONDITION	21	1.3%
SPEED TOO FAST FOR WEATHER CONDITIONS	51	3.1%
STEERING FAILURE	0	0.0%
TIRE FAILURE OR DEFECTIVE	6	0.4%
TOW HITCH FAILURE	0	0.0%
TRAFFIC CONTROL INOPERATIVE/MISSING/OBSC	1	0.1%
UNSAFE BACKING	15	0.9%
UNSAFE LANE MOVEMENT	27	1.6%
UNSAFE SPEED	43	2.6%
VIEW OBSTRUCTED	9	0.5%
WRONG WAY ON ONE WAY	4	0.2%
UNKNOWN / BLANK	0	0.0%
TOTAL	1,659	100%

DAY AND TIME

DAY OF WEEK	*EARLY MORNING* 2:00 AM TO 5:59 AM	*AM PEAK* 6:00 AM TO 8:59 AM	*MIDDAY* 9:00 AM TO 2:59 PM	*PM PEAK* 3:00 PM TO 5:59 PM	*EVENING* 6:00 PM TO 9:59 PM	*LATE EVENING* 10:00 PM TO 1:59 AM	*UNKNOWN*	*TOTAL*	
MONDAY	9	41	75	67	40	18	0	250	
TUESDAY	8	39	81	63	38	10	0	239	
WEDNESDAY	10	53	71	66	49	11	0	260	*Weekday*
THURSDAY	9	38	76	72	35	14	0	244	
FRIDAY	9	20	80	91	55	25	0	280	
SATURDAY	15	18	58	33	29	30	0	183	*Weekend*
SUNDAY	17	8	58	45	51	20	0	199	
TOTAL	*77*	*217*	*499*	*437*	*297*	*128*	*0*	*1,655*	

CRASHES PER HOUR

DAY OF WEEK	*EARLY MORNING* 2:00 AM TO 5:59 AM	*AM PEAK* 6:00 AM TO 8:59 AM	*MIDDAY* 9:00 AM TO 2:59 PM	*PM PEAK* 3:00 PM TO 5:59 PM	*EVENING* 6:00 PM TO 9:59 PM	*LATE EVENING* 10:00 PM TO 1:59 AM	*UNKNOWN*	*TOTAL*	
MONDAY	2	14	13	22	10	5	0	10	
TUESDAY	2	13	14	21	10	3	0	10	
WEDNESDAY	3	18	12	22	12	3	0	11	*Weekday*
THURSDAY	2	13	13	24	9	4	0	10	
FRIDAY	2	7	13	30	14	6	0	12	
SATURDAY	4	6	10	11	7	8	0	8	*Weekend*
SUNDAY	4	3	10	15	13	5	0	8	
Avg per day	*3*	*10*	*12*	*21*	*11*	*5*			
Avg per weekday	*2*	*13*	*13*	*24*	*11*	*4*			
Avg weekend days	*2*	*2*	*4*	*5*	*4*	*3*			

APPENDIX B
FLOYD COUNTY POLICY ITEMS

FLOYD COUNTY ORDINANCE 1993-6
AN ORDINANCE ESTABLISHING AND CONFIRMING
SPEED LIMITS ON COUNTY ROADS AND HIGHWAYS

WHEREAS, the State of Indiana, pursuant to the provisions of I.C. 9-21-5-2, has established Maximum Lawful Speeds for motor vehicles traveling the roads, streets, and highways within the State; and

WHEREAS, by the provisions of I.C. 9-21-5-3, the Board of Commissioners of the County of Floyd is empowered to alter the maximum speed limits on roads and highways maintained by Floyd County and located outside the corporate limits of the City of New Albany and the Towns of Greenville and Georgetown; and

WHEREAS, the Floyd County Engineer has opined and advised, that the terrain and topography generally characterizing the non-urban areas of Floyd County, together with the necessary attributes of the roads and highways traversing same, suggest and dictate that the Maximum Lawful Speed established by the provisions of I.C. 9-21-5-2(2) for travel thereon, namely, 55 miles per hour, is inappropriate, creates an inordinate hazard to the traveling public, and should be reduced on all non-urban roads and highways in Floyd County; and

WHEREAS, the Board of Commissioners has determined that special hazards exist in certain urban areas that warrant the reduction of the Maximum Lawful Speed established by the provisions of I.C. 9-21-5-2(1) for travel therein, namely, 30 miles per hour, which determination has been confirmed by review and analysis by the Floyd County Engineer; and

WHEREAS, the Board of Commissioners of the County of Floyd is desirous by this Ordinance of reducing the Maximum Lawful Speed upon all non-urban and certain urban roads and highways located within Floyd County, Indiana, as hereinafter provided.

NOW THEREFORE, BE IT ORDAINED:

SECTION I. (a) For purposes of this ordinance, the term "urban road or highway" shall mean a road or highway under the maintenance jurisdiction of the Board of Commissioners of the County of Floyd which is located within an Urban District, and shall expressly include a road or highway located in the immediate vicinity of a school.

(b) For purposes of this ordinance, the term "urban district" shall mean the territory contiguous to and including any road, street, or highway that is built up with structures devoted to business, industry, or dwelling houses situated at intervals or less than 200 feet for a distance of at least one-fourth (1/4) mile.

SECTION II. Except with respect to those roads and highways specifically set forth in Exhibit A to this ordinance, the Maximum Lawful Speed on non-urban roads located in Floyd County, Indiana, and under the maintenance jurisdiction of the Board of Commissioners of the County of Floyd, is 30 miles per hour, and no person shall drive a motor vehicle on any such road or highway in excess of such limit. The Maximum Lawful Speed on those roads or highways, or designated sections thereof, set forth in Exhibit A to this Ordinance shall be as delineated therein.

SECTION III. The Maximum Lawful Speed on urban roads located in Floyd County, Indiana, and under the maintenance jurisdiction of the Board of Commissioners of the County of Floyd is 30 miles per hour. PROVIDED, that where a special hazard to the traveling public or pedestrians is found to

exist, such Maximum Lawful Speed shall be and is 20 miles per hour and shall be posted as such in accordance with the provisions of I.C. 9-21-5-8. No person shall drive a motor vehicle on any such urban road or highway in excess of the limit or limits established hereunder.

SECTION IV. By this ordinance the Board of Commissioners of the County of Floyd does hereby confirm the Maximum Lawful Speed heretofore established for each urban and non-urban road or highway located in Floyd County, Indiana, and under the maintenance jurisdiction of this Board, as such Maximum Lawful Speed is delineated by the provisions of I.C. 9-21-5-2(1), prior ordinance or resolution of this Board, or as posted on the various roads, streets, and highways which are the subject of this ordinance.

SECTION V. This ordinance shall be in full force and effect upon its passage.

SO ORDAINED this 15th day of December, 1993.

BOARD OF COMMISSIONERS
OF THE COUNTY OF FLOYD

Larry R. Dennison
MEMBER

William R. Burkhart Jr
MEMBER

Mary Lou Hammond
MEMBER

ATTEST:

Beth Sharp
FLOYD COUNTY AUDITOR

EXHIBIT "A"
FLOYD COUNTY ORDINANCE 1993-
AN ORDINANCE ESTABLISHING AND CONFIRMING
SPEED LIMITS ON COUNTY ROADS AND HIGHWAYS

ROAD	MAXIMUM LAWFUL SPEED
1. Corydon Pike from the Corporate Limits of the City of New Albany to its intersection with State Road No. 62:	40 miles per hour
2. Paoli Pike from its intersection with Luther Road to its intersection with State Highway No. 150:	40 miles per hour

FLOYD COUNTY ORDINANCE 1998 - XI

AN ORDINANCE ALTERING THE MAXIMUM LAWFUL SPEED ON A ROAD OR STREET IN FLOYD COUNTY, INDIANA.

WHEREAS, the provisions of IC 9-21-5-2 (2) establish the maximum lawful speed on a street on highway in Floyd County, Indiana, as being 55 miles per hour, except in an urban district; and

WHEREAS, the provisions of IC 9-21-5-6 (a) (3) provide that a local authority may, on the basis of an engineering and traffic investigation, decrease the maximum lawful speed outside an urban district, but not below 30 miles per hour; and

WHEREAS, as the result of an engineering and traffic investigation conducted by the Floyd County Engineer and upon petition and request duly filed with the Board of Commissioners of the county of Floyd, said Board is desirous of altering the maximum speed on a road or street in Floyd County, Indiana, as hereinafter provided.

NOW THEREFORE:

BE IT ORDAINED, that the maximum speed limit on the hereinafter described street or road located in Floyd County, Indiana, or the portion thereof, be, in the same hereby is, reduced to 35 miles per hour:

Paoli Pike, East from U.S. Hwy. No. 150 for 1000 feet more or less.

BE IT FURTHER RESOLVED, that the Floyd County Highway Superintendent, with the advice and at the direction of the Floyd County Engineer, erect and post signs of the altered speed limit as provided and required by the Manual on Uniform Traffic Control Devices, as published and amended, from time to time, by the State of Indiana.

SO ORDAINED, this 17th day of Nov., 1998.

BOARD OF COMMISSIONERS
OF THE COUNTY OF FLOYD

Member

Michael T. Schindler
Member

Member

Attest:

Floyd County Auditor

FLOYD COUNTY ORDINANCE 2011-X
AN ORDINANCE ESTABLISHING AND CONFIMING
SPEED LIMITS ON COUNTY ROADS AND HIGHWAYS

WHEREAS, the State of Indiana, pursuant to the provisions of I.C. 9-21-5-2, has established Maximum Lawful Speeds for motor vehicles traveling the roads, streets, and highways within the State; and

WHEREAS, by the provisions of I.C. 9-21-5-3, the Board of Commissioners of the County of Floyd is empowered to alter the maximum speed limits on roads and highways maintained by Floyd County and located outside the corporate limits of the City of New Albany and the Towns of Greenville and Georgetown; and

WHEREAS, the Floyd County Engineer has opined and advised, that the terrain and topography generally characterizing the non-urban area of Floyd County, together with the necessary attributes of the roads and highways transversing same, suggest and dictate that the Maximum Lawful Speed established by Floyd County is inappropriate, creates an inordinate hazard to the traveling public, and should be reduced on the roads established in Exhibit A, hereby incorporated by reference; and

WHEREAS, the Board of Commissioners of the County of Floyd is desirous by this Ordinance of reducing the Maximum Lawful Speed upon the roads and highways located within Floyd County, Indiana, as hereinafter provided in Exhibit A, herein incorporated by reference.

NOW THEREFORE, BE IT ORDAINED:

1. The Maximum Lawful Speed on those roads or highways, or designated sections thereof, set forth in Exhibit A to this Ordinance shall be adopted as stated herein.

2. This ordinance shall be in full force and effect upon its passage.

SO ORDAINED this 19th **day of** July **, 2011.**

BOARD OF COMMISSIONERS
OF THE COUNTY OF FLOYD

MEMBER

MEMBER

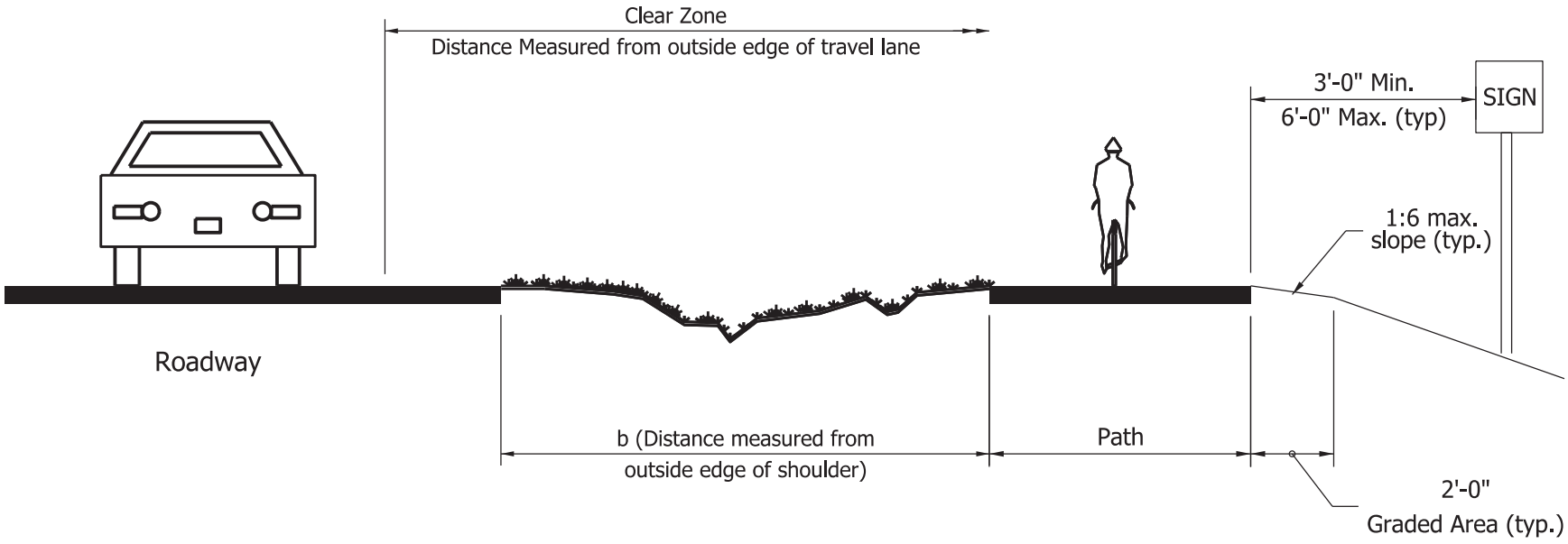
MEMBER

ATTEST:

FLOYD COUNTY AUDITOR

EXHIBIT A

1. Clover Creek Drive from 150 to Old Vincennes Road, 20 mph
2. Kamer Miller Road at Graceland Church, 30 mph
3. Paoli Pike from 150 to E. Luther Road 40 mph then East of there 30 mph



SHARED-USE-PATH SEPARATION FROM ROADWAY WITH NO CURB

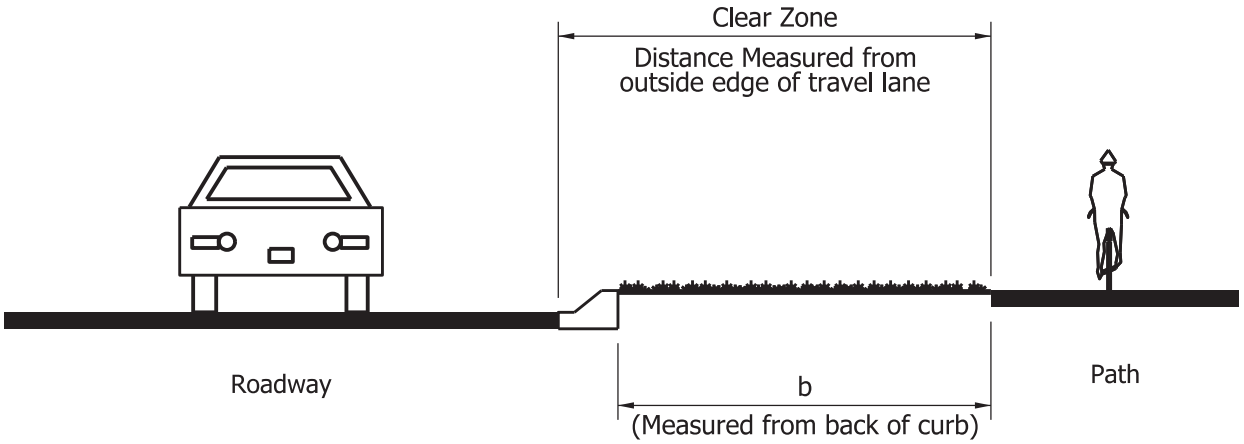
Figure 51-7C

Roadway Speed Limit (mph)	Separation, *b* * (ft)
≤ 45	20, desirable 10, minimum
≥ 50	24 to 35

***** *or roadway clear-zone width, whichever is greater*

SHARED-USE-PATH SEPARATION WIDTH FROM ROADWAY WITH NO CURB

Figure 51-7D



SHARED-USE-PATH SEPARATION FROM ROADWAY WITH CURB

Figure 51-7E

Roadway Speed Limit (mph)	Separation, *b* * (ft)
≤ 30	5, minimum 3, minimum if parking permitted
35 or 40	5, minimum
≥ 45	10, minimum

***** *or roadway clear-zone width, whichever is greater*

SHARED-USE-PATH SEPARATION WIDTH FROM ROADWAY WITH CURB

Figure 51-7F

Indiana Department of Transportation (INDOT)

State Preservation and Local Initiated Projects FY 2022 - 2026

SPONSOR	CONTRACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2022	2023	2024	2025	2026
Floyd County																		
Indiana Department of Transportation	39904 / 1592476	Init.	SR 111	Slide Correction	6.6 miles S of Budd Road	Seymour	1.068	NHPP	$7,391,488.00	Road ROW	RW	$45,932.00	$11,483.00	$57,415.00				
Performance Measure Impacted: Safety																		
Comments:Include DES 1592476																		
Indiana Department of Transportation	40346 / 1701091	Init.	I 265	Bridge Deck Replacement	00.89 mile W of I-65 at Admore Lane, Silver Creek EBL	Seymour	0	NHPP	$21,788,396.00	Bridge Construction	CN	$3,168,452.70	$352,050.30		$3,520,503.00			
Performance Measure Impacted: Bridge Condition																		
Indiana Department of Transportation	40406 / 1700207	Init.	I 64	Bridge Deck Replacement	00.73 mile E of US 150 at Quarry Road	Seymour	0	NHPP	$5,827,606.00	Bridge ROW	RW	$40,500.00	$4,500.00	$45,000.00				
										Bridge Consulting	PE	$90,000.00	$10,000.00	$100,000.00				
										Bridge Construction	CN	$2,694,751.20	$299,416.80	$2,994,168.00				
Performance Measure Impacted: Bridge Condition																		
Indiana Department of Transportation	40415 / 1700209	Init.	US 150	Intersect. Improv. W/ Added Turn Lanes	At the intersection of US 150 and Maple Road	Seymour	.11	STBG	$1,226,568.00	Safety ROW	RW	$48,000.00	$12,000.00	$60,000.00				
										Safety Construction	CN	$623,848.00	$155,962.00		$779,810.00			
Performance Measure Impacted: Safety																		
Comments:Include DES 1700209																		
Indiana Department of Transportation	40980 / 1800807	Init.	I 265	Bridge Deck Overlay	00.43 mile E of SR 311, Payne-Koehler Road over I-265 EB/WB	Seymour	0	NHPP	$21,788,396.00	Bridge Construction	CN	$892,029.60	$99,114.40		$991,144.00			
Performance Measure Impacted: Bridge Condition																		
Comments:Include DES 1800807																		
Indiana Department of Transportation	40988 / 1800426	Init.	US 150	Bridge Thin Deck Overlay	02.46 miles E of SR 335 over Jersey Park Creek	Seymour	0	STBG	$1,564,198.00	Bridge Construction	CN	$170,891.20	$42,722.80		$213,614.00			
Performance Measure Impacted: Bridge Condition																		
Comments:Include DES 1702621, 1800426																		
Indiana Department of Transportation	42233 / 1900118	Init.	US 150	Intersect. Improv. W/ Added Turn Lanes	At Scenic Valley/Brush College Rd, 2.78 miles W of I-64	Seymour	0	STBG	$3,387,023.00	Safety Construction	CN	$412,350.40	$103,087.60			$515,438.00		
										Mobility Construction	CN	$1,681,268.00	$420,317.00			$2,101,585.00		
										Safety ROW	RW	$16,000.00	$4,000.00	$20,000.00				
										Mobility ROW	RW	$200,000.00	$50,000.00		$250,000.00			
Performance Measure Impacted: Safety																		
Comments:Include DES 1900366, 1900118																		

Report Created:12/9/2021 8:19:58PM

*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

Indiana Department of Transportation (INDOT)

State Preservation and Local Initiated Projects FY 2022 - 2026

SPONSOR	CONTRACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2022	2023	2024	2025	2026
Indiana Department of Transportation	42570 / 1900162	Init.	I 64	Added Travel Lanes	From US 150 to I-64 and Spring Street interchange	Seymour	5.67	NHPP	$150,590,813.00	Mobility Consulting	PE	$13,500,000.00	$1,500,000.00	$15,000,000.00				
										Safety Consulting	PE	$225,000.00	$25,000.00	$250,000.00				
										Mobility ROW	RW	$225,000.00	$25,000.00		$250,000.00			
Performance Measure Impacted: Pavement Condition																		
Comments:Include DES 1800405, 1800706, 2100019, 1900162																		
Indiana Department of Transportation	42597 / 1800318	Init.	SR 64	Intersect. Improv. W/ Added Turn Lanes	At intersection of Copperfield Dr. in Georgetown	Seymour	0	STBG	$993,969.44	Mobility ROW	RW	$136,000.00	$34,000.00	$170,000.00				
Performance Measure Impacted: Safety																		
Comments:Include DES 1800318																		
Indiana Department of Transportation	42642 / 1801010	Init.	SR 335	Small Structure Replacement	0.82 mi N of US 150	Seymour	0	STBG	$411,036.00	Bridge Construction	CN	$151,804.80	$37,951.20		$189,756.00			
Performance Measure Impacted: Bridge Condition																		
Comments:Include DES 1801010																		
Indiana Department of Transportation	42851 / 2000357	Init.	SR 111	Bridge Deck Overlay	bridge over Middle Creek, 01.25 mile S SR 62	Seymour	0	STBG	$795,702.00	Bridge Construction	CN	$485,441.60	$121,360.40			$606,802.00		
										Bridge ROW	RW	$160,000.00	$40,000.00		$200,000.00			
Performance Measure Impacted: Bridge Condition																		
Indiana Department of Transportation	42865 / 2000307	Init.	SR 64	Bridge Thin Deck Overlay	bridge over Georgetown Creek , 04.32 W I-64	Seymour	0	STBG	$474,183.00	Bridge Construction	CN	$576,448.80	$144,112.20			$720,561.00		
Performance Measure Impacted: Bridge Condition																		
Comments:Include DES 2000352, 2000307																		
Indiana Department of Transportation	42873 / 2000144	Init.	I 64	Bridge Deck Overlay	EB Bridge over Yenowine Road , 00.40 miles W of SR 64	Seymour	0	NHPP	$2,563,478.00	Bridge Consulting	PE	$44,010.00	$4,890.00	$48,900.00				
										Bridge Construction	CN	$1,825,464.60	$202,829.40		$2,028,294.00			
Performance Measure Impacted: Bridge Condition																		
Comments:Include DES 2000145, 2000144																		
Indiana Department of Transportation	42894 / 2000335	Init.	I 265	Bridge Deck Overlay	EB bridge over Jacobs Creek, 00.79 mile E SR 311	Seymour	0	NHPP	$21,788,396.00	Bridge Construction	CN	$8,676,927.90	$964,103.10		$30,000.00	$9,611,031.00		
Performance Measure Impacted: Bridge Condition																		
Comments:Include DES 1701091, 1701093, 1701094, 2000317, 2000318, 2000319, 2000321, 2000323, 2000324, 2000326, 2000334, 2000346, 2000335																		
Indiana Department of Transportation	42900 / 2000166	Init.	I 265	Bridge Deck Overlay	Green Valley Road over I-265 EB/WB, 01.29 mile W of SR 111	Seymour	0	NHPP	$1,246,453.00	Bridge Construction	CN	$1,199,457.00	$133,273.00		$1,332,730.00			
										Bridge Consulting	PE	$108,000.00	$12,000.00	$120,000.00				

Report Created:12/9/2021 8:19:58PM

*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

Indiana Department of Transportation (INDOT)

State Preservation and Local Initiated Projects FY 2022 - 2026

SPONSOR	CONTRACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2022	2023	2024	2025	2026
Performance Measure Impacted: Bridge Condition																		
Comments:Include DES 2000166																		
Indiana Department of Transportation	43345 / 2000288	Init.	VA VARI	Interchange Modification	AT ramp junctions with Spring St, Spring St from 5th St to State St, 5th, Washington Place	Seymour	0	STBG	$5,619,978.00	Mobility ROW	RW	$280,000.00	$70,000.00	$350,000.00				
										Mobility Consulting	PE	$500,000.00	$125,000.00	$625,000.00				
										Mobility Construction	CN	$3,428,007.20	$857,001.80				$4,285,009.00	
Performance Measure Impacted: Safety																		
Comments:Include DES 2000233, 2000288																		
Indiana Department of Transportation	43730 / 2100560	Init.	I 265	Bridge Deck Overlay	Klemer Lane Bridge over I-265 EB/WB, 0.40 miles E of SR 111	Seymour	0	NHPP	$2,089,000.00	Bridge Consulting	PE	$337,500.00	$37,500.00	$375,000.00				
										Bridge ROW	RW	$9,000.00	$1,000.00		$10,000.00			
Performance Measure Impacted: Bridge Condition																		
Comments:Include DES 2100560																		
Indiana Department of Transportation	43761 / 2100244	Init.	SR 111	Slide Correction	0.7 miles south of I-64 overpass	Seymour	.03	STBG	$4,819,796.00	Road Consulting	PE	$240,000.00	$60,000.00	$300,000.00				
										Road ROW	RW	$16,000.00	$4,000.00		$20,000.00			
Performance Measure Impacted: Safety																		
Comments:Include DES 2100244																		

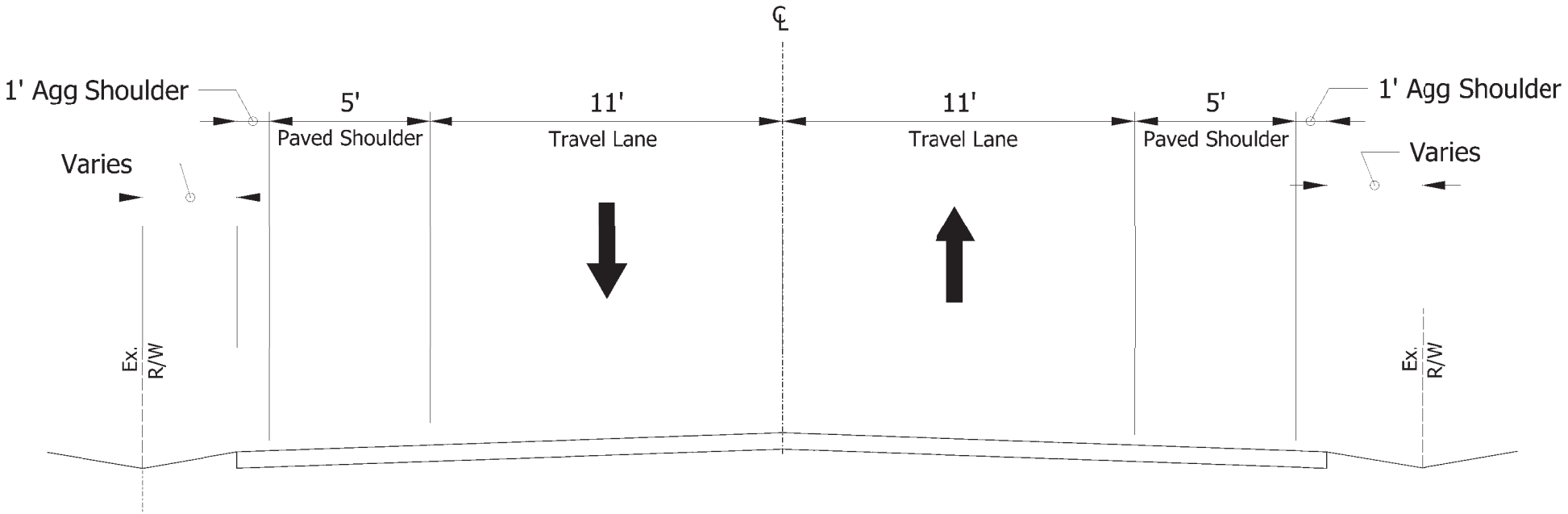
Floyd County Total

Federal: $42,208,085.00 Match :$5,963,675.00 2022: $20,515,483.00 2023: $9,815,851.00 2024: $13,555,417.00 2025: $4,285,009.00 2026:

*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

APPENDIX C
PROPOSED MAJOR THOROUGHFARE DRAWINGS

PROPOSED TYPICAL SECTION



Project Description:

APPENDIX D
PLANNING LEVEL OPINION OF PROBABLE CONSTRUCTION COSTS

APPENDIX E
NEW ROUTE EVALUATION

APPENDIX F
MEETINGS AND OUTREACH MATERIALS

Excellence in Engineering Since 1946

Strand Associates, Inc.®

Floyd County Thoroughfare Plan Update

Floyd County Commissioners

October 19, 2021

Welcome and Introductions

Strand Associates Team

Bill Hawkins, P.E.
Project Quality Control

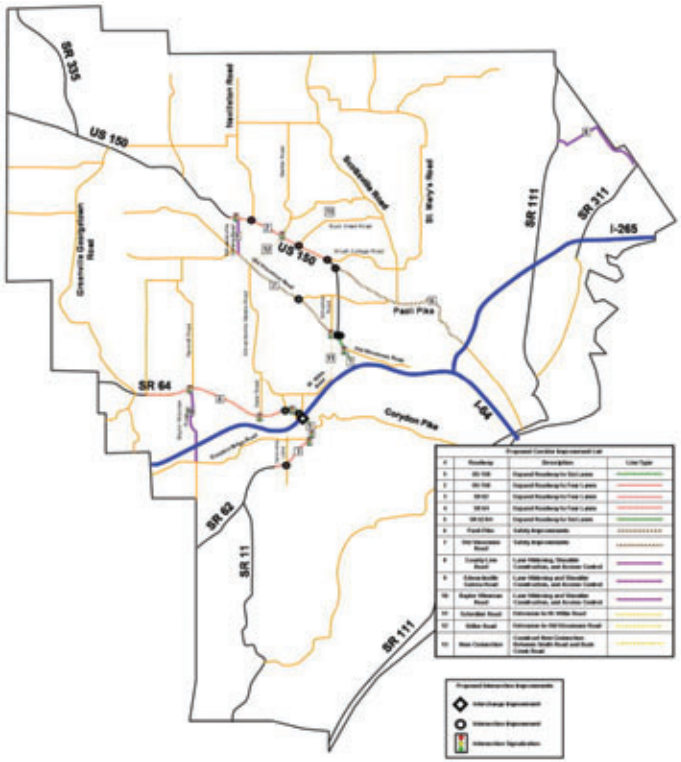
Kyle Henderson
Project Manager

Agenda

1. Project Overview
2. Crash Evaluation and Results
3. Corridor Improvement Project Summary and Examples
4. Sidewalk Improvement Project Summary and Example
5. Project Next Steps

Project Overview

- Complete an update to 2007 Thoroughfare Plan
- Review countywide crash data and provide mitigation measures for up to 10 locations
- Develop preliminary concepts for eight existing roadways
- Develop preliminary concepts for three multimodal projects
- Develop up to two connections for US 150 to SR 64
- Document results in updated Thoroughfare Plan document



Project identified in 2007 Thoroughfare Plan

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Floyd County Crash Summary

- Evaluated mapped crash data from 2015-2019
  - Total crashes = 11,366
    - Property damage only crashes = 9,672 (85.1%)
    - Injury crashes = 1,659 (14.6%)
    - Fatal crashes = 35 (0.3%)
  - 7,098 crashes (63%) occurred on local or county roads
  - 8,838 crashes (78%) occurred in New Albany
  - Several conditions were evaluated to help select improvement locations
    - Lane departure crashes = 3,046 (27%)
    - Run off road crashes = 1,372 (12%)
    - Dark lighting conditions = 1,158 (10%)
    - Poor surface conditions = 2,460 (22%)
- Heat maps were developed to assist with visualization of the data

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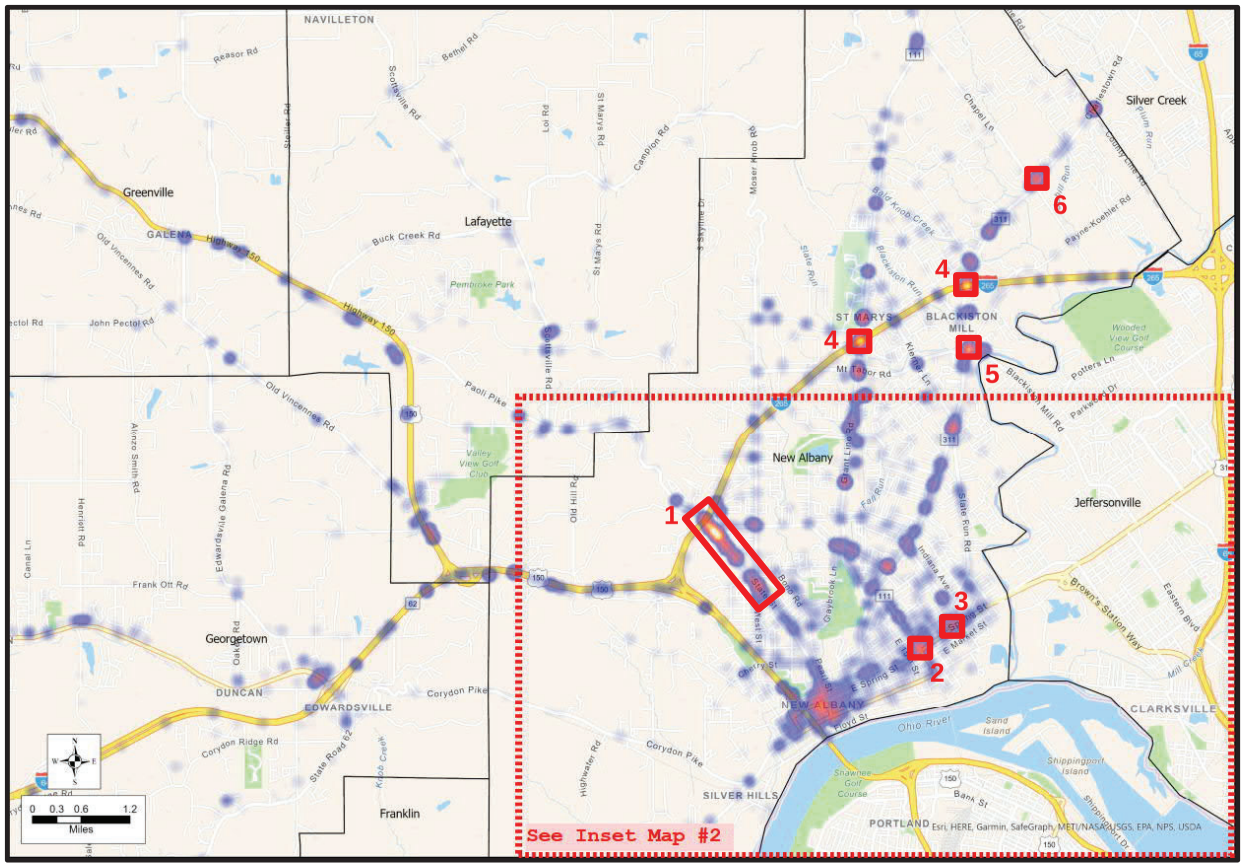
Crash Analysis – Total Crashes

Total crashes show focus on New Albany:

1. State Street corridor from I-265 to West Street
2. Spring Street and Vincennes Street
3. Spring Street and Silver Street
4. I-265 Interchanges with Grant Line Road and Charlestown Road
5. Charlestown Road and Blackiston Mill Road
6. Charlestown Road and Chapel Lane



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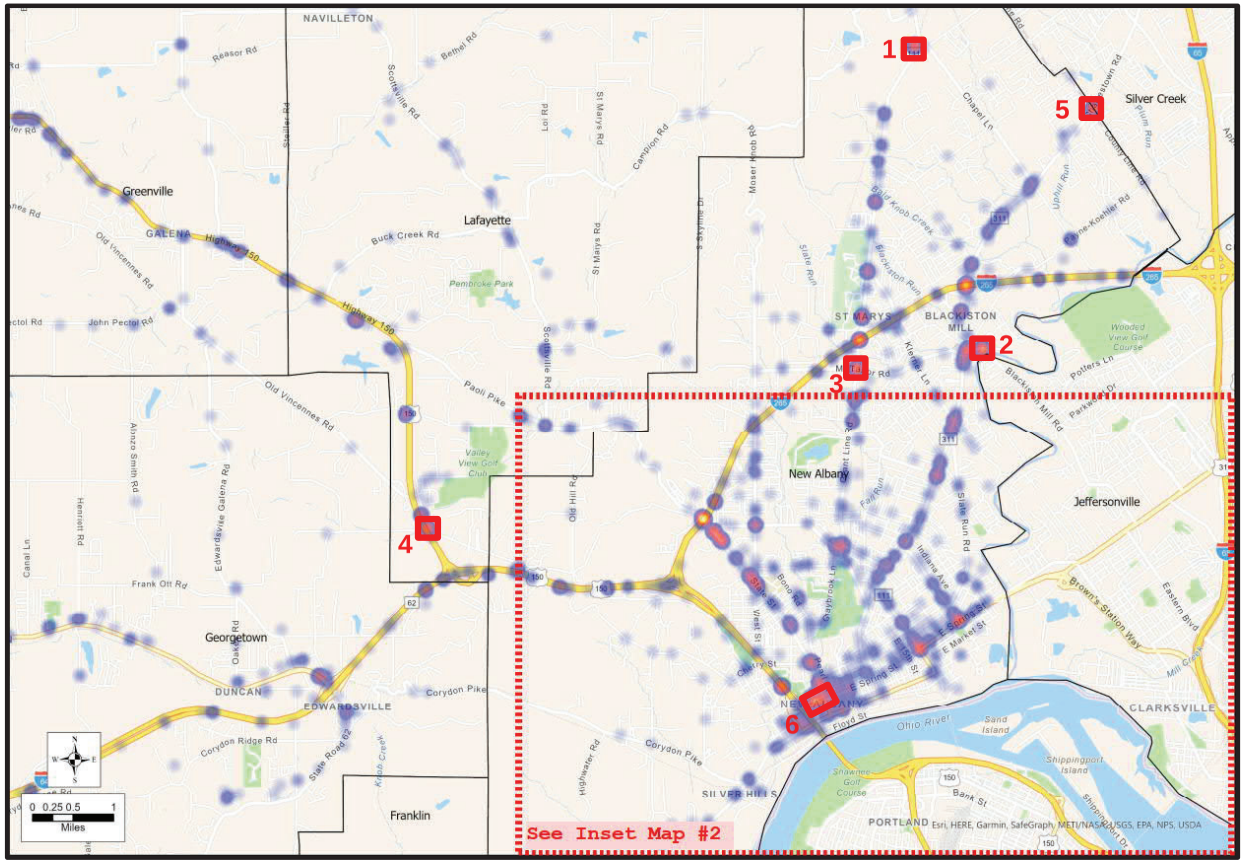
Crash Analysis – Injury Crashes

Additional locations are identified with injury crashes:

1. Grant Line Road and Chapel Lane
2. Blackiston Mill Road and Blackiston Boulevard
3. Grant Line Road and Mt. Tabor Road
4. US 150 and Old Vincennes Road
5. Charlestown Road and County Line Road
6. Spring Street from Scribner Drive to Bank Street



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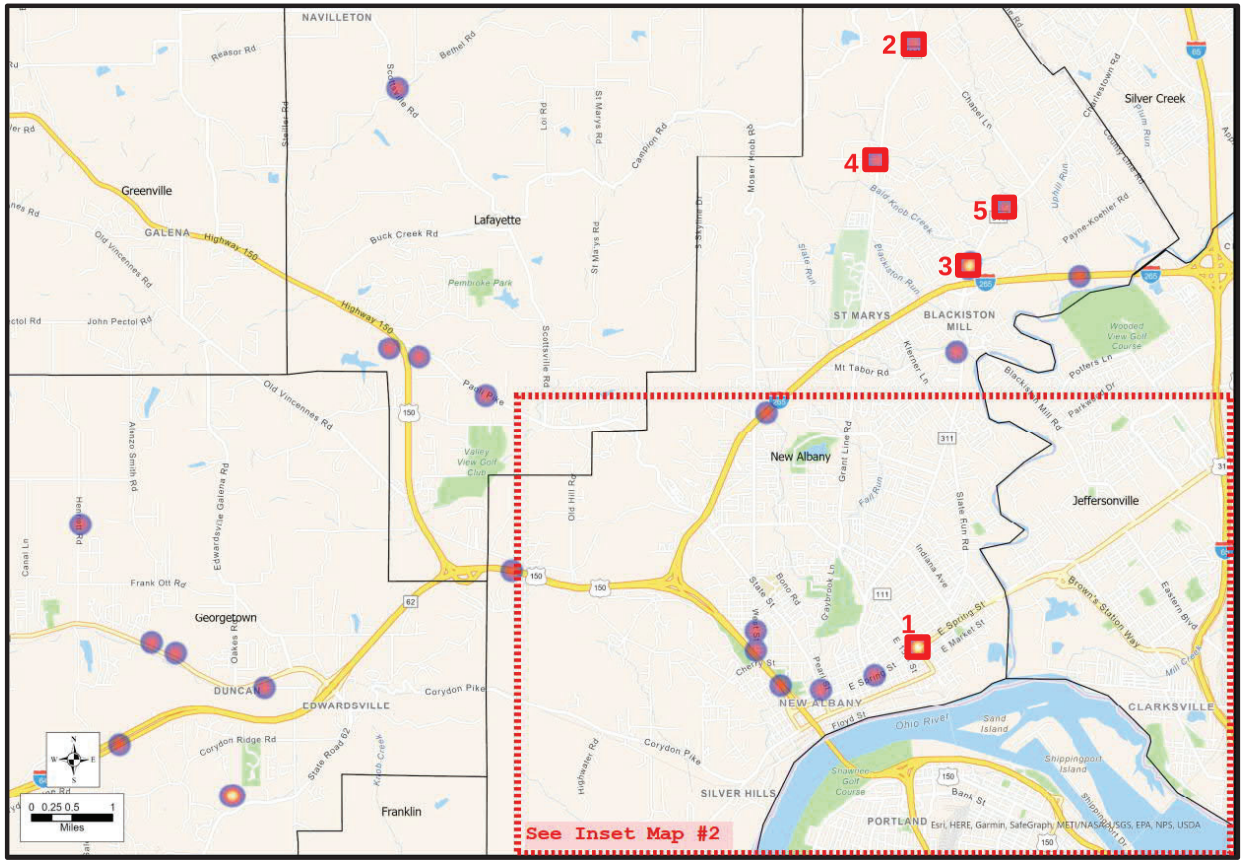
Crash Analysis – Fatal Crashes

Fatal crashes flag locations identified earlier:

1. Spring Street and Vincennes Street
2. Grant Line Road and Chapel Lane

Additional locations identified:

3. Charlestown Road and Kamer Miller Road
4. Grant Line Road and Mel Smith Road
5. Charlestown Road and Smithwood Drive



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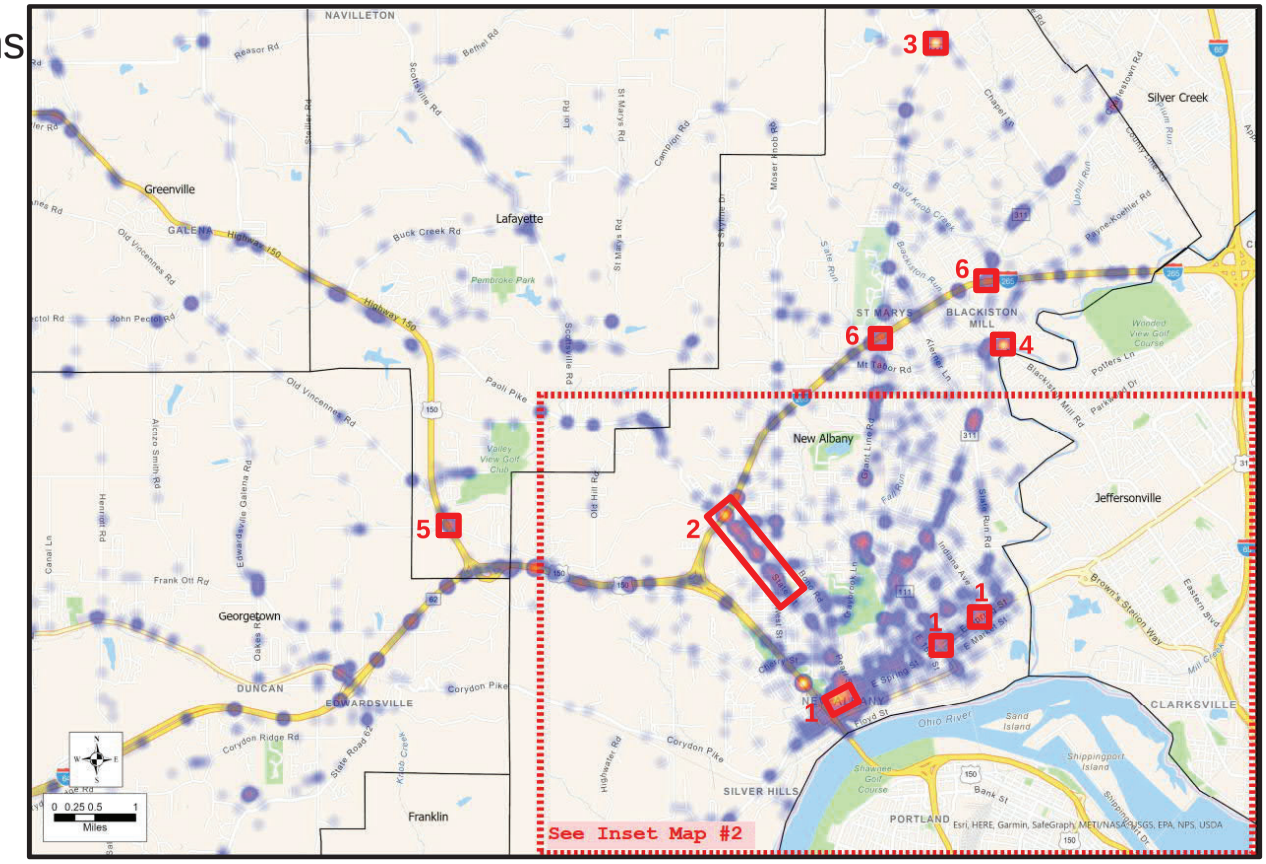
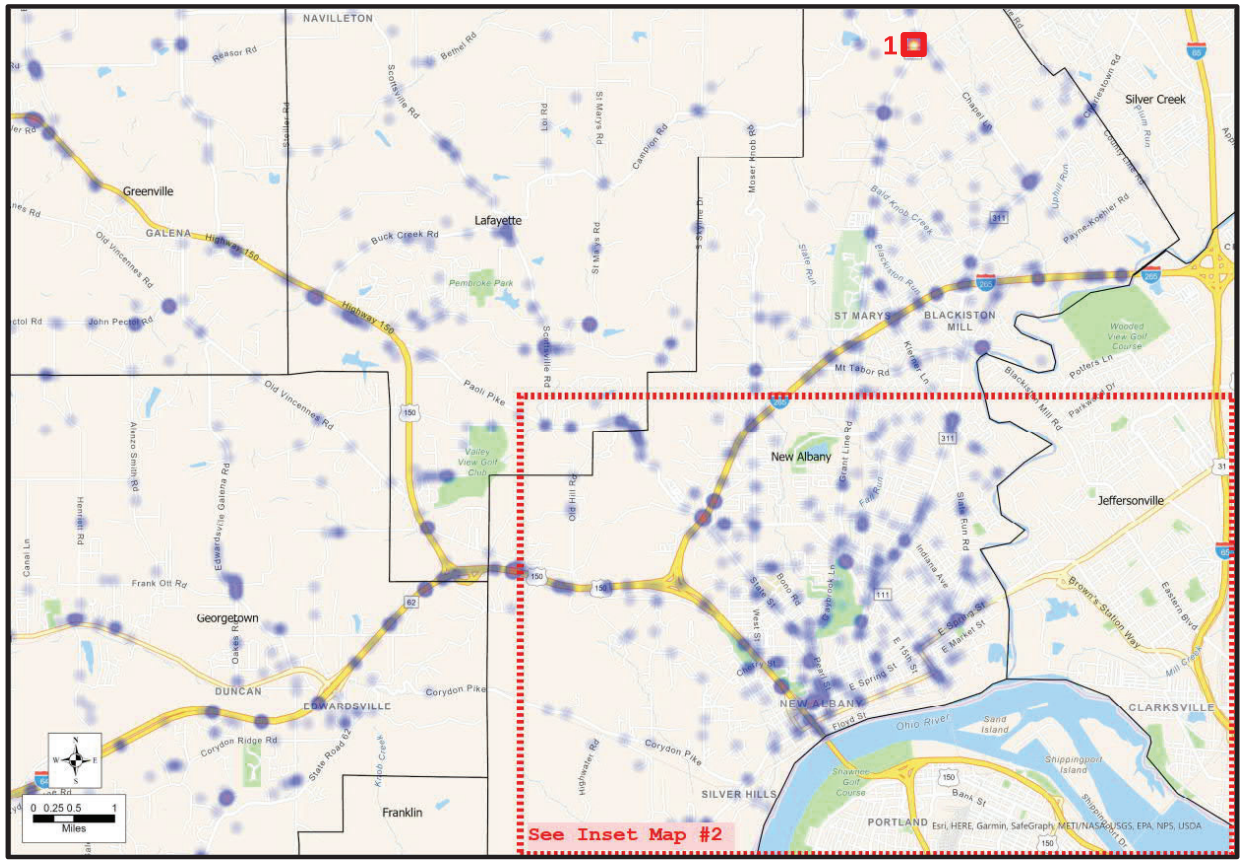
Crash Analysis – Lane Departure Crashes

1. East Spring Street intersections
2. State Street corridor
3. Grant Line Road and Chapel Lane
4. Blackiston Mill Road and Blackiston Boulevard
5. US 150 and Old Vincennes Road
6. I-265 Interchanges with Grant Line Road and Charlestown Road



Crash Analysis – Run-Off-the-Road Crashes

1. Grant Line Road and Chapel Lane is flagged for run-off-the-road crashes as well



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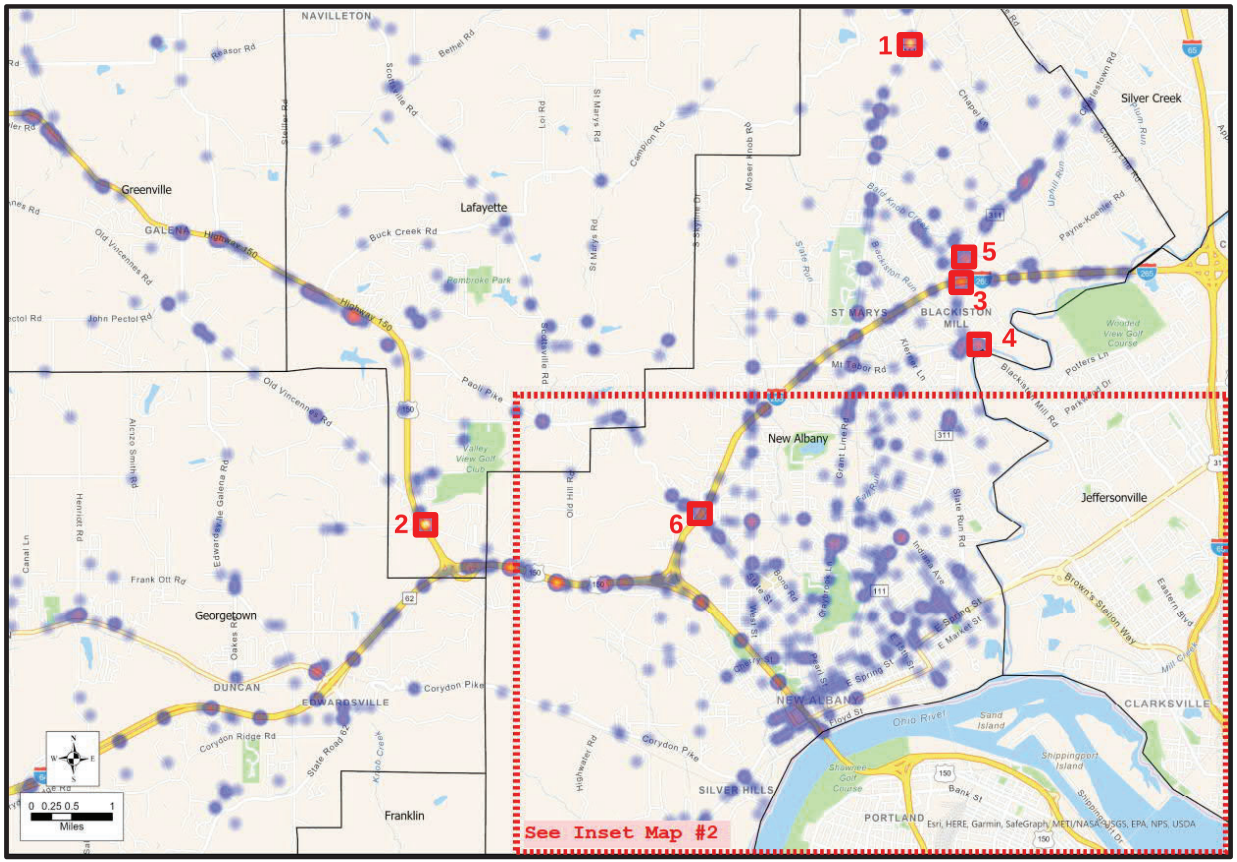
Crash Analysis – Dark Lighting Conditions Crashes

1. Grant Line Road and Chapel Lane
2. US 150 and Old Vincennes Road
3. I-265 and Charlestown Road
4. Blackiston Mill Road and Blackiston Boulevard
5. Charlestown Road and Kamer Miller Road
6. I-265 and State Street



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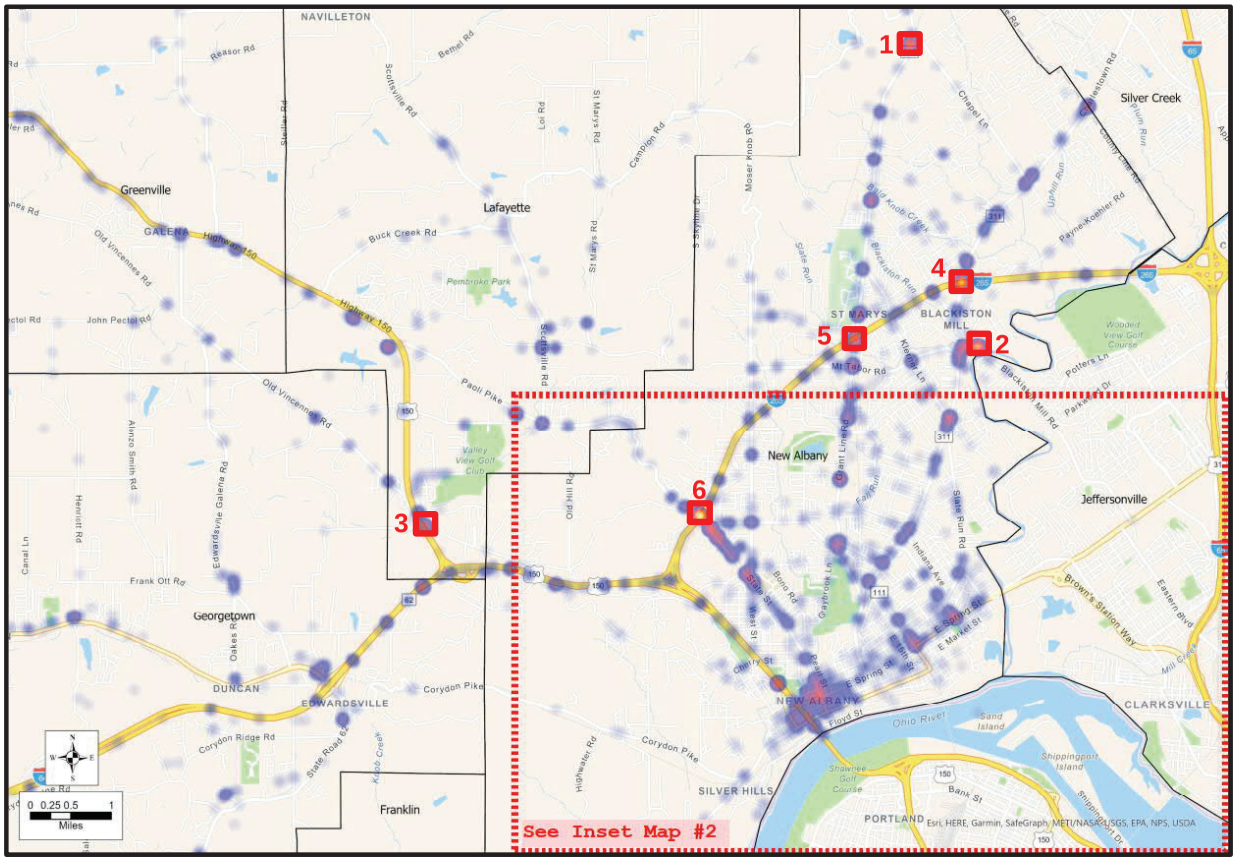
Crash Analysis – Poor Surface Conditions Crashes

1. Grant Line Road and Chapel Lane
2. Blackiston Mill Road and Blackiston Boulevard
3. US 150 and Old Vincennes Road
4. I-265 and Charlestown Road
5. I-265 and Grant Line Road
6. I-265 and State Street



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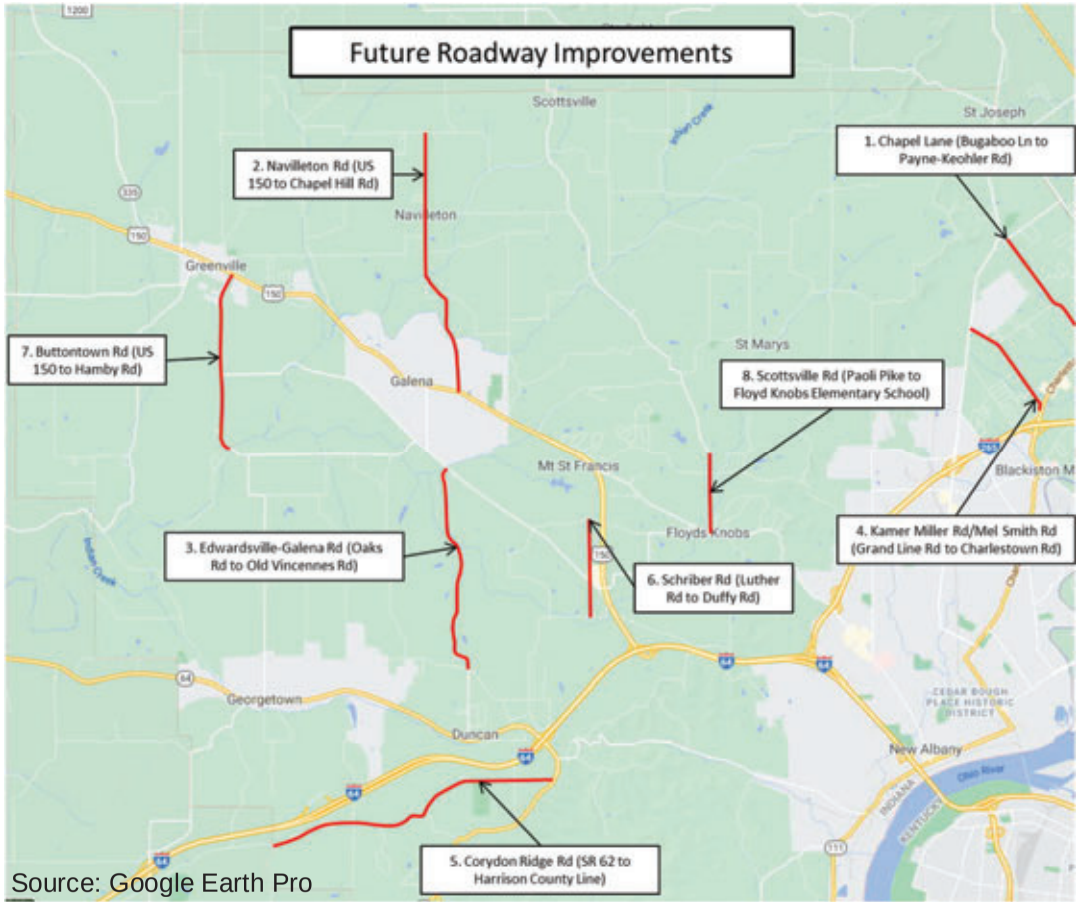
Crash Analysis – Results

- We will summarize potential mitigation measures for 10 intersections selected by the County
- The evaluation identified the following locations for consideration by the County:

1. Grant Line Road and Chapel Lane
2. Spring Street and Vincennes Street
3. Charlestown Road and Blackiston Mill Road
4. Blackiston Mill Road and Blackiston Boulevard
5. State Street – I-265 to West Street
6. Charlestown Road and Kamer Miller Road
7. Spring Street – Scribner Drive to Bank Street
8. Grant Line Road and Mel Smith Road
9. Charlestown Road and Smithwood Drive
10. Grant Line Road and Mt. Tabor Road
11. Charlestown Road and County Line Road
12. Charlestown Road and Chapel Lane
13. US 150 and Old Vincennes Road
14. Spring Street and Silver Street
15. I-265 and Grant Line Road
16. I-265 and Charlestown Road

Future Roadway Improvements

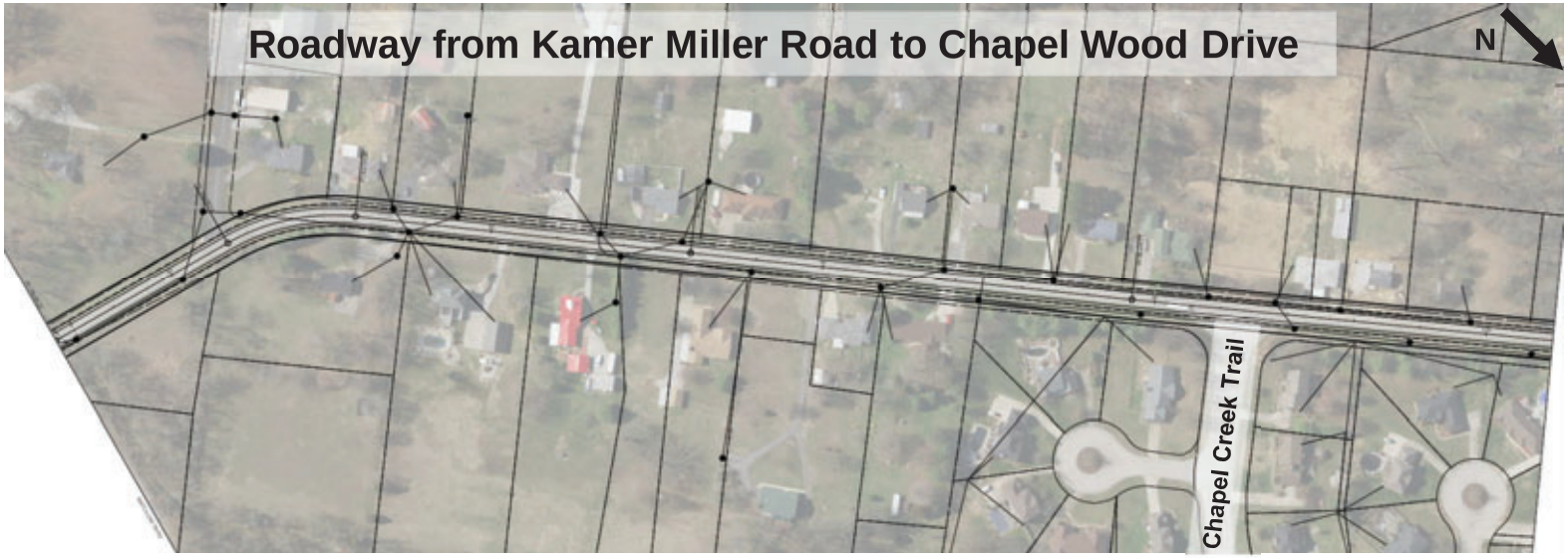
- Eight corridors were selected for evaluation
- Preliminary layouts using the new Old Vincennes Road typical section were completed
- Cost opinions and impacts were determined
- Tonight, the following will be discussed:
  - Chapel Lane (Bugaboo Lane to Payne-Keohler Road)
  - Navilleton Road (US 150 to Chapel Hill Road)



Source: Google Earth Pro

Future Roadway Improvements – Chapel Lane

- Chapel Lane was evaluated from Bugaboo Lane to Payne-Koehler Road (2.34 miles)
- Preliminary Opinion of Probable Construction Cost (OPCC)
  - $7.9 million – Requires additional bridge work over Jacobs Creek of $167,000 to $275,000
  - Requires right of way from 105 parcels for a total of 24.54 acres



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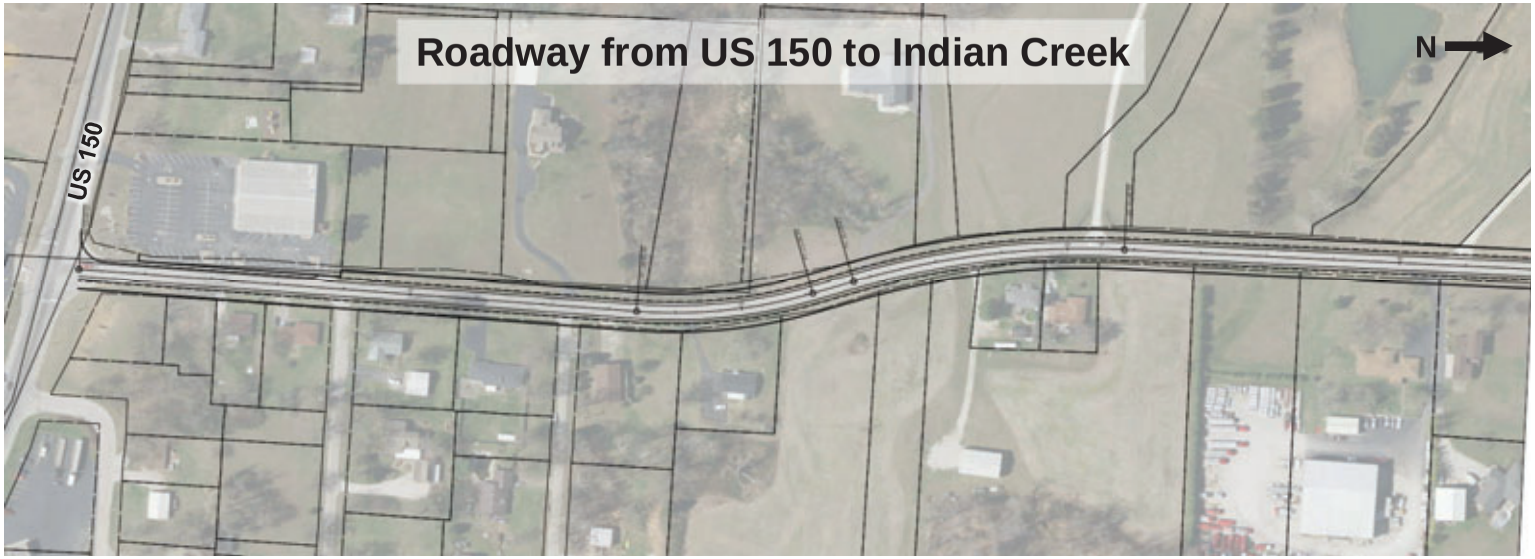
Future Roadway Improvements – Navilleton Road

- Navilleton Road was evaluated from US 150 to Chapel Hill Road (3.34 miles)
- Preliminary OPCC
  - $9.5 million – Requires bridge replacement over Big Indian Creek ($1.1 million) and Little Indian Creek ($500,000)
  - Requires right of way from 128 parcels for a total of 58.85 acres



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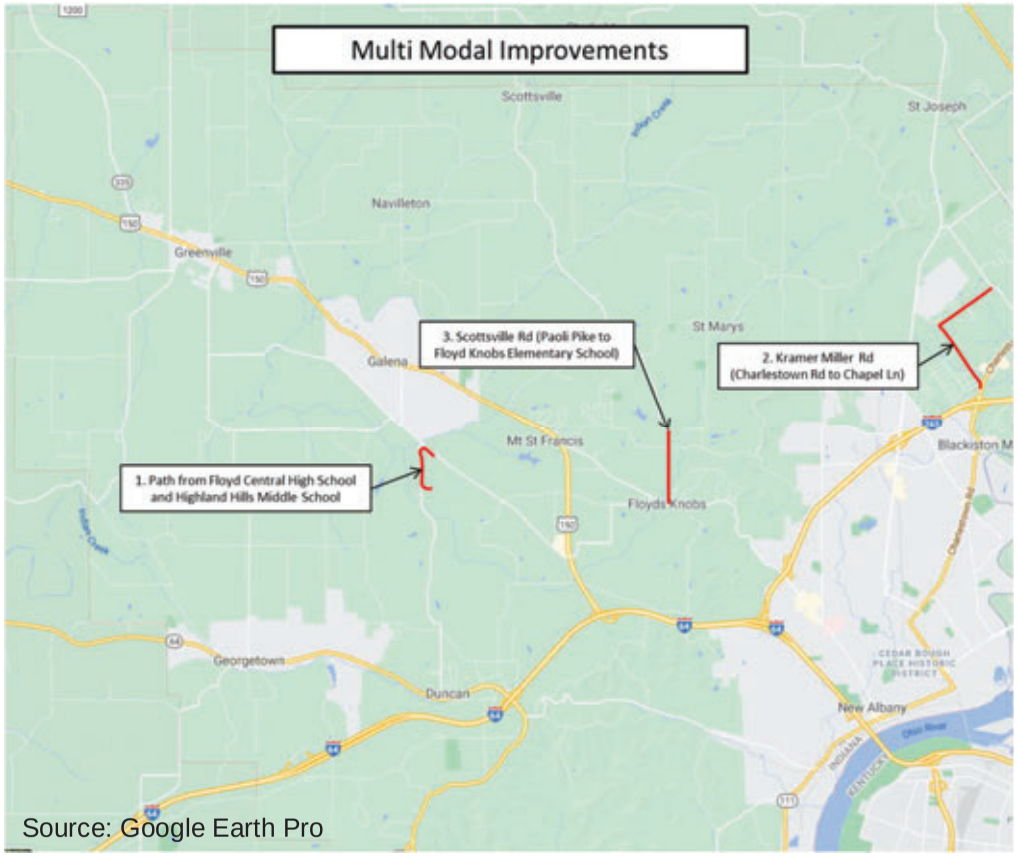
Future Multimodal Improvements

- Three corridors were selected for evaluation
- A multi-use path was evaluated for each section
- Cost opinions and impacts were determined
- Tonight, the following will be discussed:
  - Scottsville Road (Paoli Pike to Floyd Knobs Elementary School)



Source: Google Earth Pro

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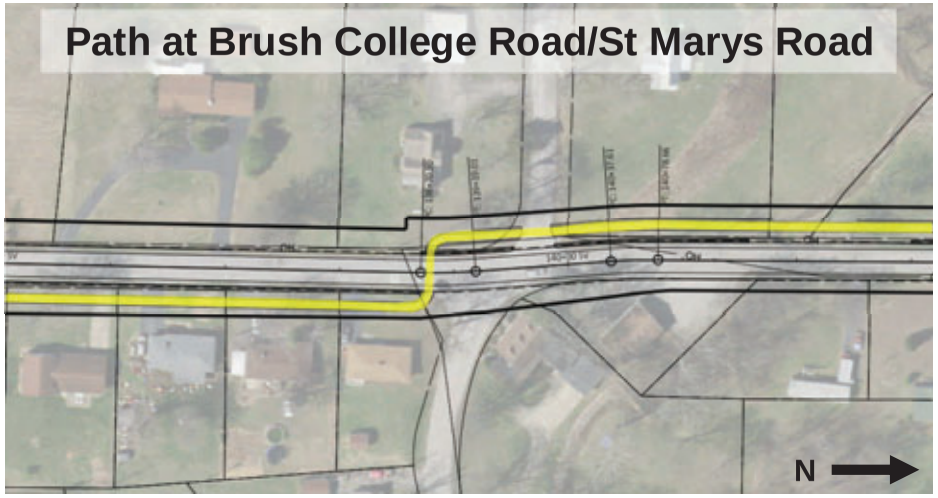
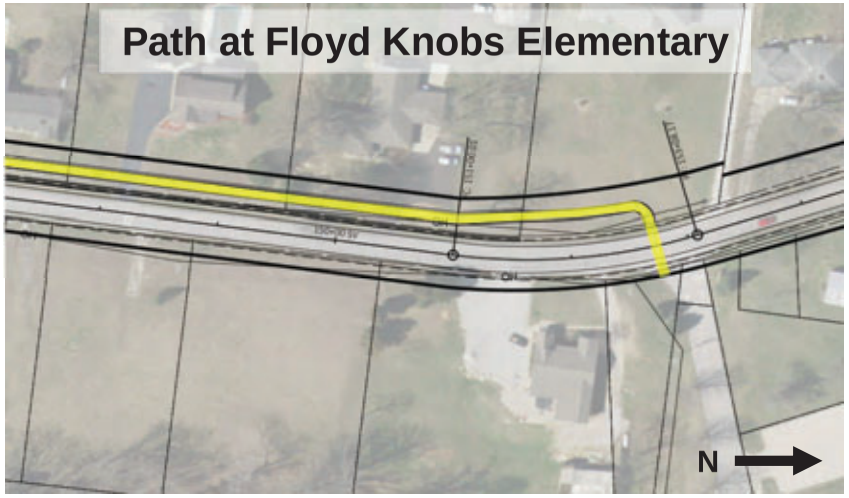
Future Multimodal Improvements – Scottsville Road

- A new path was evaluated to connect Floyd Knobs Elementary to Paoli Pike
- Because of existing buildings, the path must shift between the east side and west side of the road at Brush College Road/St Marys Road
- The OPCC for Scottsville Road with the path is $6.5 million





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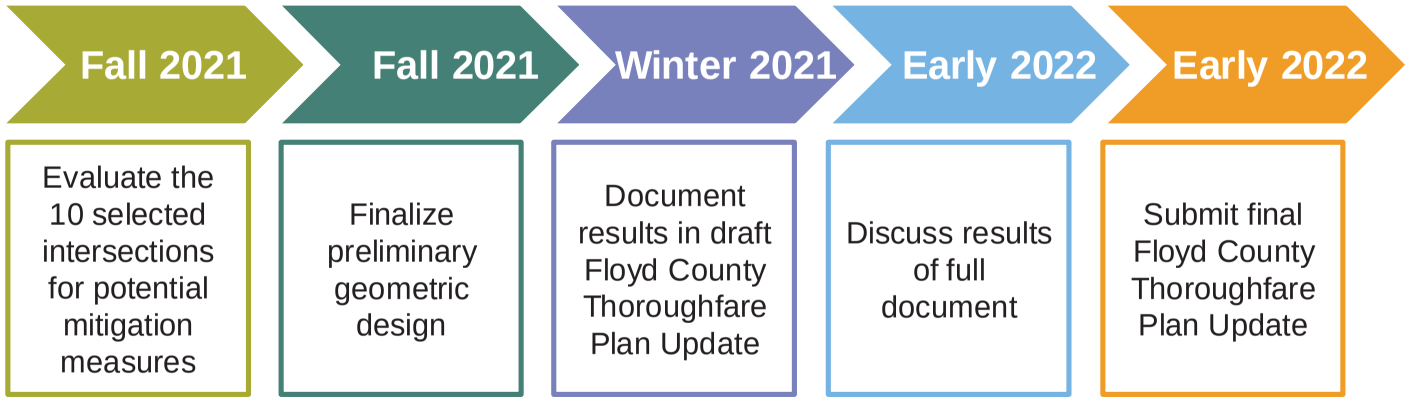
Project Next Steps



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Questions

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