



INDIANA DEPARTMENT OF TRANSPORTATION

Date: December 5, 2022

Greeting: Welcome Local Resident, Interested Citizen, and Elected / Local Public Official:

Welcome to the Indiana Department of Transportation's (INDOT) public hearing regarding proposed roadway improvements along SR 32 in Muncie, Delaware County (Des. Nos. 2001161 and 2001565).

The purpose of this public hearing is to offer all interested persons an opportunity to comment on current design plans and the environmental document for this project.

There are several ways your comments may be presented this evening and following tonight's public hearing. You may submit comments in the following manner:

1. **Complete** a comment form and return it to American Structurepoint, Inc. Comment forms are available at the sign-in table and also included in your information packet. Comment forms are also available at the project website (www.structurepointpublic.com/sr32muncie).
2. **Complete** the digital comment box on the project website at www.structurepointpublic.com/sr32muncie.
3. **Participate** as a speaker during the comment session following tonight's presentation.
4. **E-mail** comments to Lex Helms of American Structurepoint, Inc. at ahelms@structurepoint.com.
5. **Mail** comments to Lex Helms at American Structurepoint, Inc., 9025 River Road, Suite 200, Indianapolis, Indiana 46240.
6. **Submit** comments (or have comments postmarked by) **December 21, 2022**. Comments will be reviewed and considered as part of the INDOT decision making process.
7. **Questions?** Contact Lex Helms of American Structurepoint, Inc. at (317) 547-5580 or ahelms@structurepoint.com or INDOT Customer Service 1-855-463-6848 (1-855-INDOT4U) INDOT@indot.in.gov

The Greenfield District is responsible for maintaining 4,375 lane miles of state roads, 1,300 lane miles of interstate, 1,366 large culverts, 1,133 state bridges, 194 snow routes, 539 traffic signals, 146 flashers, 51,500 road signs, and 1,500 panel signs.

There are five sub-districts (Albany, Cambridge, Greenfield, Indianapolis, and Tipton) and 15 counties (Delaware, Fayette, Hamilton, Hancock, Henry, Howard, Jay, Madison, Marion, Randolph, Rush, Shelby, Tipton, Union, and Wayne) in this east-central Indiana district.

Public Hearing Agenda

- Meeting Called to Order
- Formal Presentation
- Public Comment Session
- Project Open House

All substantive comments received prior to, during, and following the public hearing will be evaluated and responded to in writing within subsequent project documentation. The documentation will address concerns presented during the public hearing process and describe project decisions reached following careful consideration of the views and concerns of the public.

The project team will be available in the display area to explain project details and address questions prior to and following the public hearing.

The draft environmental document is available for public review and inspection at the following locations:

1. Carnegie Public Library, 301 E Jackson Street, Muncie, IN 47305
2. American Structurepoint, Inc. webpage: www.structurepointpublic.com/sr32muncie

Questions: Contact Lex Helms of American Structurepoint, Inc. at (317) 547-5580 or ahelms@structurepoint.com or INDOT Customer Service 1-855-463-6848 (1-855-INDOT4U) INDOT@indot.in.gov

Thank you for attending tonight's public hearing.

Project Description

INDOT, in partnership with the Federal Highway Administration (FHWA), is developing a federal-aid road project for the proposed SR 32 Roadway Improvement Project (Des. Nos. 2001161 and 2001565) located in Muncie, Delaware County, Indiana. The project begins along SR 32, approximately 0.12 mile west of Perdieu Road and continues for 5.56 miles before ending approximately 0.2 mile east of the US 35 interchange.

The need of the project is evidenced by the pavement condition along SR 32, which is deteriorating with transverse and longitudinal cracks as well as minor rutting and stripping of the pavement surface prevalent throughout the corridor. There is evidence of joint and crack sealing along this section of roadway, but degradation of the pavement continues and there are numerous cracks as well as voids in the driving surface. There are also existing curb ramps along the project area that are not compliant with the Americans with Disabilities Act (ADA). Additionally, dedicated bicycle lanes do not exist along SR 32 through downtown Muncie and the existing sidewalks are generally not wide enough to be considered adequate for both pedestrian and bicycle use. In addition, vehicle speeds through this section of SR 32 trend towards 10 miles per hour (mph) over the speed limit. Furthermore, the existing volume of traffic on SR 32 through downtown is estimated at 8,700 vehicles per day, which does not require two travel lanes in each direction. The purpose of the project is to preserve and extend the service life of the existing pavement, improve the existing curb ramps to meet ADA standards, and improve the mobility of pedestrians/bicycles through downtown Muncie.

As proposed, the project consists of a mill and overlay of SR 32 along with curb ramp improvements at select intersections to install ADA-compliant curb ramps. In addition, pedestrian push button modifications will be completed to meet current Federal Highway Administration (FHWA) standards and signal infrastructure will be relocated to provide the necessary clearance for the installed ADA curb ramps where necessary. Signal modifications will be completed at nine intersections along SR 32, which will include signal head relocations. Signal head relocations will occur at the intersections of Jack Street and Liberty Street, and Main Street and Ohio Street, Madison Street, Jefferson Street, Mulberry Street, Walnut Street, High Street, Franklin Street, and Liberty Street.

From 0.12 mile west of Perdieu Road to Nichols Avenue, the existing four-lane typical section along SR 32 would be reduced to a three-lane typical section with two 12-foot-wide travel lanes (one in each direction) with a 16-foot-wide two-way left turn lane. From Nichols Avenue to Jackson Street, the roadway typical section will remain consistent with existing conditions. From the intersection with Kilgore Avenue and Jackson Street (SR 32 Eastbound) to the intersection Main Street (SR 32 Westbound) would be reduced to one approximately 11-foot-wide travel lane with a 5 to 6-foot-wide bike lane, a varying buffer separating the bike lane from the travel lane, and 8-foot-wide on-street parking where feasible.

From the intersection with Kilgore Avenue and Main Street (SR 32 Westbound) to the intersection of Main Street (SR 32 Westbound) and Jackson Street (SR 32 Eastbound), the existing two-lane typical section along Main Street (SR 32 Westbound) would be reduced to one 10 to 16-foot-wide travel lane with a 5 to 7-foot-wide bike lane, a varying buffer separating the bike lane from the travel, and 8 to 11-foot-wide on-street parking.

From the point where Main Street (SR 32 Westbound) merges with Jackson Street (SR 32 Eastbound) to approximately 0.2-mile east of the US 35 interchange, the roadway typical section of SR 32 will remain consistent with existing conditions. The modifications to the typical roadway sections discussed above will remain within the existing curb lines and the adjacent existing sidewalks and grass buffers will remain the same.

It should be noted that there are areas of exception within the project location where the work described above will not occur. All bridges will be excluded from this project as bridge deck overlays would be outside of the scope of work for this project. There is also an exception area at a railroad crossing on SR 32, west of Sampson Avenue. Additionally, a portion of SR 32, specifically located west of Macedonia Avenue to west of the SR 32 over White River bridge (INDOT Bridge No. 032-18-09978), will be excluded

from the project. This paving exception is a result of a planned City of Muncie project which would improve the existing levee. As this portion of roadway will be reconstructed during the levee project, it has been removed from the SR 32 Roadway Improvement project.

Project Schedule

Milestone	Completed/Expected Dates
Environmental Document Release for Public Involvement	Fall 2022
Public Comment Opportunity	November 19 th – December 21 st , 2022
Anticipated Construction Start	Spring 2023

Description of Right-of-Way

The project requires the acquisition of right-of-way. Acquisition information can also be viewed at the project website at www.structurepointpublic.com/sr32muncie or http://www.fhwa.dot.gov/real_estate/. The project requires approximately 0.12-acre of permanent new right-of-way to install ADA-compliant curb ramps. Of the 0.12-acre of permanent new right-of-way, 0.01 acre is residential properties, 0.09 acre is commercial properties, and 0.02 acre is wetlands. The project does not require any temporary right-of-way. There will be no relocations as a result of this project.

Estimated Project Cost

The estimated cost for this project is \$6,875,352.97 which includes design, right-of-way, and construction costs. Both federal and local funding will be used. The project is included in the 2022-2026 Statewide Transportation Improvement Program.

Maintenances of Traffic (MOT)

The MOT plan for the project will consist of phased construction with at least one lane of traffic being maintained while the other is being constructed. The MOT will also require the closure of parking lanes throughout the project area. Access will be maintained through the use of flaggers and signage. Curb ramp construction locations will result in sidewalk closures at select intersections. Signs will be used to detour pedestrian traffic to avoid construction areas. For sidewalk closures, pedestrians/bicyclists walking along the southbound lane of SR 32 will be directed south around the construction zone to the next available curb ramp along SR 32. The inverse will be true for pedestrians/bicyclists walking along the northbound lane of SR 32. Access to all properties will be maintained during construction. INDOT will coordinate with emergency services, local school corporation officials and project stakeholders to ensure potential disruptions and impacts are minimized as much as possible.

Environmental Documentation

The Indiana Department of Transportation (INDOT) have reviewed the Categorical Exclusion (CE) Level 2 environmental document prepared by American Structurepoint, Inc. for this project and released the document for public involvement on October 31, 2022. The CE evaluates the impact of the SR 32 Roadway Improvement Project on the natural and human environment. No areas of potentially significant impacts have been identified.

Cultural Resources

A Historic Property Report was prepared and 14 properties were identified as listed in the National Register of Historic Places (NRHP): Muncie Carnegie Library (NR-0107), Emily Kimbrough Historic District (NR-0312, Expanded in NR-0899), Boyce Block (NR-0687), Masonic Temple (NR-0738), Old West End Historic District (NR-0832), Shirk Building (NR-0824.01), Hoover Confectionary (NR-0824.04), Judson Building (NR-0824.05), Muncie Fire Station No. 1 (NR-0824.09), Walnut Street Historic District (NR-0824.11), Otto Carmichael House (NR-0872), Beech Grove Cemetery (NR-1382), Kirby Historic District (NR-1486), Muncie Trade School (NR-2540); and two properties were identified as eligible for listing in the NRHP: Delaware County Bridge No. 85 (HB-0418, IHSSI No. 035-528-25002, NBI No. 1800036) and Bunch House at 400 East Jackson (176 South Elm Street, IHSSI No. 035-442-45195). INDOT CRO has determined a finding of “No Adverse Effect” is appropriate for this project.

Section 4(f) Resources

Six Section 4(f) properties were identified within ROW acquisition for this project. Two of the Section 4(f) properties are publicly-owned parks: Kiljack Park (located at the intersection of Kilgore Avenue and Jackson Street) and Cornerstone Park (located at the intersection of SR 32 and South Madison Street). The remaining four properties are listed on the NRHP: Muncie Carnegie Library (NR-0107), Emily Kimbrough Historic District (NR-0312), Walnut Street Historic District (NR-0824.11), and Muncie Trade School (NR-2540). Kiljack Park and Cornerstone Park will both be impacted due to the reconstruction of existing curb ramps to meet ADA standards. The areas of land to be reacquired from each park for the curb ramps are already under a transportation use and are considered transportation enhancement activities. For this reason, Kiljack Park and Cornerstone Park are considered exempt from Section 4(f) approval and will not adversely affect the recreation activities, features, and attributes that qualify the parks for protection under Section 4(f).

The land within ROW acquisition for this project located on the Muncie Carnegie Library, Emily Kimbrough District, Walnut Street Historic District, and the Muncie Trade School will be converted from a Section 4(f) historic property to a transportation use. As Muncie Carnegie Library, Emily Kimbrough Historic District, Walnut Street Historic District, and Muncie Trade School were all determined to have “No Adverse Effect” by the INDOT acting on behalf of FHWA, the FHWA intends to issue a “de minimis” finding for these properties, pursuant to SAFETEA-LU, thereby satisfying FHWA’s responsibilities under Section 4(f) for this historic property. This fulfills the requirements of the Section 4(f) MOU (MOU between FHWA, the Indiana SHPO, and INDOT regarding Section 4(f) of the US DOT Act of 1966 and notification requirements of intent to make de minimis determinations for historic resources), executed on June 8, 2020.