

LEGAL NOTICE OF PUBLIC HEARING**Proposed Improvement to State Road (SR) 32 in Westfield, Hamilton County**

The City of Westfield and the Indiana Department of Transportation (INDOT) will host a public hearing on Wednesday, January 26, 2022 at the Grand Park Sport Campus Event Center, 19000 Grand Park Blvd, Westfield, IN, the hearing will begin at 6:00 pm. The purpose of the public hearing is to offer all interested persons an opportunity to comment on current preliminary design plans to improve SR 32 in Westfield, Hamilton County, IN. The purpose of the proposed project is to improve corridor mobility along SR 32 through the downtown Westfield area for both motorists and pedestrians alike. Currently, the existing corridor does not provide a safe traveling environment for motorists or pedestrians, as the existing roadway is congested.

As proposed, the project consists of widening and reconstructing SR 32 from just east of the Poplar Street roundabout to just east of Timberbrook Run. Outside of the boundaries of the Stultz-Stanley House (209 W Main Street) and the Westfield Historic District (NR-2521), the existing 2-lane section of SR 32 will be reconstructed to consist of four, 11-to-12-foot wide travel lanes (two westbound, two eastbound), with a raised 13-foot wide center median, curb and gutter, and 8-foot wide sidewalks separated by 6-foot wide grass buffers on both sides of the roadway. Along SR 32 left turns will be restricted with left turn movements only available at Westlea Drive/Mill Street and Union Street. This reconstruction will result in widening the roadway to the south by approximately 25-feet.

In front of the Stultz-Stanley House (209 W Main Street), SR 32 will be shifted north by approximately 34-feet, and the typical section of SR 32 will remain the same with the exception of no 6-foot wide grass buffer along the south side of the roadway between the sidewalk and roadway. Within the boundaries of the Westfield Historic District (NR-2521), SR 32 will be reconstructed to consist of four, 11-to-12-foot wide travel lanes, an 11-foot wide turn lane, a 2-foot wide raised center curb with 1-foot wide curb offset, curb and gutter, and 8-foot wide sidewalks separated by 6-foot wide buffers on both sides of the roadway. This will result in widening SR 32 to the south by approximately 25-feet and result in the removal of four buildings from the Westfield Historic District: 101 S. Union Street, 102 S. Union Street, 103 S. Union Street and 111 E. Main Street.

Moving east outside of the district, the intersection of SR 32 and East Street will be reconstructed to a two-lane roundabout with 15-foot wide travel lanes (two westbound, two eastbound) with 8-foot wide sidewalks separated by 6-foot wide grass buffers on all sides. North of the roundabout, East Street will be reconstructed to consist of two 11-foot wide travel lanes (one northbound, one southbound) with 6-foot wide sidewalks adjacent to the curb and gutter on the west side of the roadway. East Street will be realigned to provide the appropriate transition into the roundabout as well as to straighten out the existing S-curve along East Street, north of Penn Street. East of the roundabout and extending to just east of Timberbrook Run, SR 32 will be reconstructed to consist of four 11-to-12-foot wide travel lanes (two westbound, two eastbound).

The existing 186-foot long 6-foot tall by 10-foot wide box culvert between Westlea Drive and Camilla Court, which conveys the unnamed tributary (UNT) to Grassy Branch under SR 32, will be replaced with a 220-foot long 6-foot tall by 14-foot wide box culvert to account for the widening of SR 32. Throughout the project area the existing overhead utilities along the south side of SR 32 will be moved underground beneath the new sidewalk.

The Maintenance of Traffic (MOT) plan for the project is proposed as phased construction that will maintain at least one-lane of traffic in each direction during construction. Closure of Union Street and East Street will be required during certain phases of the project. Union Street traffic would be detoured utilizing 181st Street, Wheeler Road/Westfield Park Road, and 169th Street. East Street traffic would be detoured utilizing 181st Street, Wheeler Road, 186th Street, and Grassy Branch Road. Pedestrian detours will be provided during each phase of construction to route pedestrians around the various construction areas. A full closure of SR 32 is currently being evaluated between Poplar Street to Union Street for a period of time during construction to determine if it would minimize the construction timeline, as well as reduce construction costs. If a full closure of SR 32 is determined to be the preferred MOT, the public will be notified of the revised MOT. Access to all properties within and adjacent to the project limits will be maintained at all times during project construction.

The project will require approximately 3.34 acres of permanent right-of-way (ROW) and 1.62 acres of temporary ROW from residential and commercial properties. The project will result in the relocation of thirteen buildings. State and local funds are proposed to be used for construction of this project. INDOT has determined that this project poses minimal impact to the natural environment. An Environmental Assessment (EA) has been prepared for the project. This document and project information can be mailed upon request. The environmental documentation and preliminary design information is available to view prior at the following locations:

1. Westfield City Hall, 130 Penn Street, Westfield, IN 46074
2. American Structurepoint, Inc. website: www.structurepointpublic.com/sr32westfield

Project information, including the hearing presentation, will be available on-line via the American Structurepoint, Inc. website (www.structurepointpublic.com/sr32westfield).

Attendees are advised that face coverings and adherence to CDC guidelines for social distancing are recommended.

Public statements for the record will be taken as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during and for a period of two (2) weeks following the hearing date, will be evaluated, considered and addressed in subsequent environmental documentation. Written comments may be submitted prior to the public hearing and within the comment period to: Sarah Everhart, at American Structurepoint, Inc., 9025 River Road, Suite 200, Indianapolis, Indiana 46240. E-mail: severhart@structurepoint.com. **The City of Westfield and INDOT respectfully request comments be submitted by February 10, 2022.**

With advance notice, the City of Westfield will provide accommodations for persons with disabilities with regards to participation and access to project information as part of the hearings process including arranging auxiliary aids, interpretation services for the hearing impaired, services for the sight impaired and other services as needed. In addition, the City of Westfield will provide accommodations for persons of Limited English Proficiency (LEP) requiring auxiliary aids including language interpretation services and document conversion. Should accommodation be required please contact Sarah Everhart, American Structurepoint, Inc., 9025 River Road, Suite 200, Indianapolis, Indiana 46240. E-mail: severhart@structurepoint.com.

In the event of inclement weather resulting in hazardous driving conditions, please check the project website at www.structurepointpublic.com/sr32westfield or call Sarah Everhart, American Structurepoint Inc., at 317-547-5580 to learn of any postponement of the public hearing. If the public hearing is postponed due to inclement weather, it will be rescheduled for Wednesday, February 9th at 6:00 pm.

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) states: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 23 CFR 450.212(a)(7) states: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary." approved by the Federal Highway Administration, U.S. Department of Transportation on July 7, 2021.