



**DES. # 1601017**

## **LEGAL NOTICE OF PLANNED IMPROVEMENT**

The Indiana Department of Transportation (INDOT) is developing plans for the proposed US 31 Roadway Improvement Project (Des. No. 1601017) located in Austin, Scott County, Indiana.

The purpose of this project is to reduce conflict points between motorists and pedestrian/bicycles along US 31, improve mobility of pedestrians/bicycles along US 31 and SR 256, improve existing pedestrian facilities to meet Americans with Disabilities Act (ADA) standards, and address existing roadway drainage issues. The need for this project is evidenced by the overall lack of pedestrian/bicycle facilities along US 31, lack of continuous pedestrian facilities along SR 256, and existing drainage issues along the project corridor. Currently, pedestrian and bicycle facilities along US 31 are largely non-existent. The lack of pedestrian facilities forces pedestrians/bicycles to share existing travel lanes with vehicular traffic. Crash data reviewed between 2010 and 2016, identified an accident resulting in a fatality of a bicyclist who was rear ended while traveling along US 31.

The project proposes to reconstruct the existing four-lane typical roadway section of US 31 to a three-lane typical roadway section from SR 256 to Wilbur Avenue. The roadway will consist of two, 12-foot wide travel lanes (one in each direction) with a 12-foot wide two-way left-turn lane (TWLTL), new curb and gutter adjacent to each outside lane, new storm sewer facilities, a five-foot wide sidewalk along the west side of US 31, and an eight-foot wide shared-use path along the east side of US 31. The sidewalk and shared-use path will be separated from the roadway by a five-foot wide buffer where feasible. The width of the roadway pavement will be reduced by six-feet. However, the typical roadway section will be widened by a total of approximately 18-feet due to the addition of the sidewalk, shared-use path, and grass buffers. As US 31 approaches the SR 256 intersection from the north (southbound approach), the 12-foot wide TWLTL will transition to a 12-foot wide dedicated left-turn lane. The northbound approach pavement markings will be modified to create a 12-foot wide dedicated left-turn lane and a 12-foot wide thru/right-turn lane. The existing signal infrastructure will be modernized and modified to account for the change in lane types at the intersection, as well as provide the necessary clearance for ADA curb ramps. New pedestrian push buttons will be installed at the northwest and northeast corners of the intersection for the new pedestrian crossings of the westbound and southbound approaches. From the US 31 and SR 256 intersection, the project will extend new sidewalk along the north side of SR 256 east for approximately 0.15 mile to the existing sidewalk near Howard Street and include ADA compliant curb ramps at the intersection with Church Street. The sidewalk will be six-feet wide and located immediately behind the existing curb.

The proposed construction of this project will require 2.43 acres of new permanent right-of-way and 0.96 acre of temporary right-of-way.

The maintenance of traffic (MOT) will consist of two phases with at least one-lane of traffic maintained during each phase of construction. During phase one, the southbound lanes (west half) of US 31 will be closed for construction and traffic will be shifted to the northbound lanes (east half). During phase two, the northbound lanes (east half) of US 31 will be closed for construction and traffic will be shifted to the

previously-constructed southbound lanes (west half). Additionally, the north side of SR 256 from US 31 to the eastern project limit will be closed. This closure will reduce the existing two travel lanes down to one travel lane east of US 31 in the area of the culvert along SR 256 and vehicles will be directed by a flagger. Access throughout construction will be maintained through use of flaggers and signage. School corporations and emergency services will be notified of closures prior to construction. The proposed start of construction is Spring 2023.

The cost associated with this project is approximately \$4,160,745, which includes preliminary engineering, right-of-way, and construction with both federal and state funds anticipated to be used. The Federal Highway Administration (FHWA) and INDOT have agreed this project falls within the guidelines of a Categorical Exclusion (CE) Level 4 environmental document. Preliminary design plans along with the CE are available for review at the following locations:

1. Online at the project's website: <https://www.structurepointpublic.com/us31austin>
2. Scott County Public Library - Austin Branch, 26 Union Avenue, Austin, IN 47102

Persons with limited internet access may request the project information be mailed, please contact Sarah Everhart at (317) 547-5580 or [severhart@structurepoint.com](mailto:severhart@structurepoint.com). A copy of the CE may also be mailed upon request.

**All interested persons may request a public hearing be held and/or express their concerns by submitting comments to the attention of Sarah Everhart at (317) 547-5580 or [severhart@structurepoint.com](mailto:severhart@structurepoint.com) on or before October 6, 2021.**

In accordance with the ADA, persons and/or groups requiring project information be made available in alternative formats are encouraged to contact Sarah Everhart at (317) 547-5580 or [severhart@structurepoint.com](mailto:severhart@structurepoint.com) for the arrangement and coordination of services. In accordance with Title VI of the Civil Rights Act of 1964, persons and/or groups requiring project information be made available in another language are encouraged to contact Sarah Everhart at (317) 547-5580 or [severhart@structurepoint.com](mailto:severhart@structurepoint.com).

This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) stating, "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program."; 2) 23 CFR 450.210(a)(1)(ix) stating, "Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate."; and 3) The INDOT *Public Involvement Policies and Procedures* approved by the Federal Highway Administration on August 16, 2012.